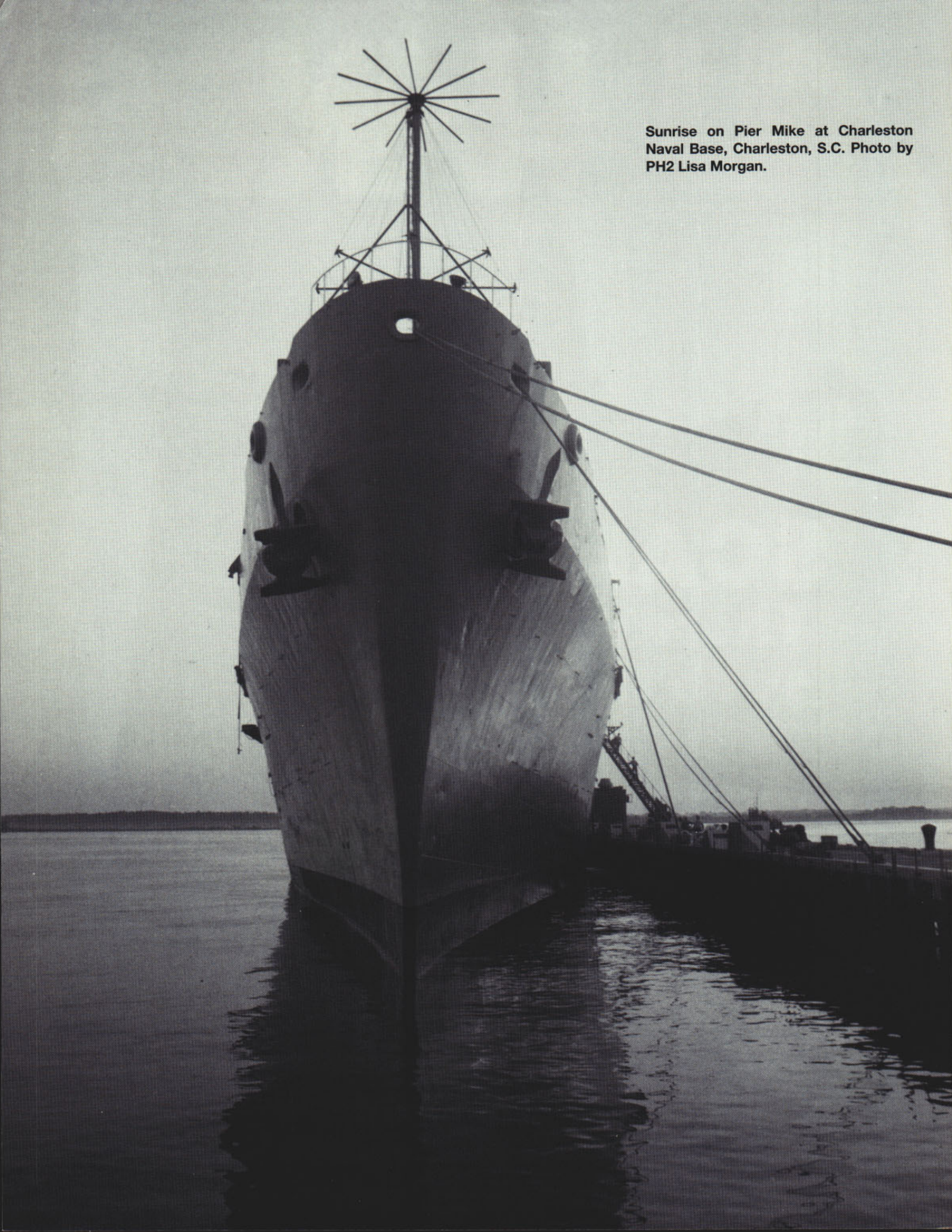


ALL HANDS

MARCH 1993



Sunrise on Pier Mike at Charleston
Naval Base, Charleston, S.C. Photo by
PH2 Lisa Morgan.



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ALL HANDS

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Photo by PH1(AW) Joseph Dorey

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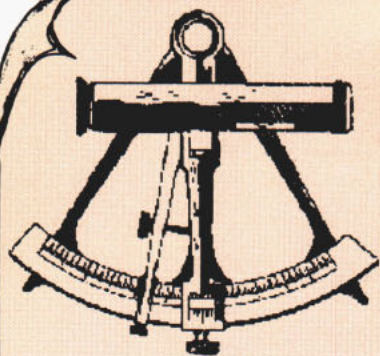
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Back cover: Marine Sgt. Mark Holloway is greeted by a village elder outside Baidoa, Somalia. Photo by PH1(AW) Joseph Dorey.



From the charthouse

Advice on sexual harassment available by phone

In another action to eliminate sexual harassment in the Navy and Marine Corps, the Department of the Navy (DoN) recently began operating a toll-free sexual harassment advice and counseling telephone line.

The number is 1-800-253-0931 for callers in the United States. Other callers from outside the U.S. can phone DSN 224-2735 or (703) 614-2735 (collect).

The telephone lines are staffed on weekdays from 10 a.m. to 6 p.m. EST. An answering machine will take messages and provide referral numbers after hours, on holidays and weekends.

The toll-free service offers information and advice to all Navy and Marine Corps personnel, including civilian employees.

The toll-free service may be used by recipients of sexual harassment, those who have witnessed

sexual harassment, persons accused of sexual harassment, and those who simply have questions about DoN policy on sexual harassment.

Callers will receive advice on their roles and responsibilities in resolving sensitive or difficult situations, and information on available counseling and assistance.

Persons using this telephone service will not be required to identify themselves by name or command, if they choose to remain anonymous. Also, calling the new toll-free number will not initiate an investigation. Complaints of sexual harassment normally are reported to the chain of command. Other reporting alternatives include the Navy Inspector General's Fraud, Waste and Abuse "Hot Line" (1-800-522-3451), or filing complaints under Navy Regulations Article 1150 or Uniform Code of Military Justice Article 138. For more information, see AlNav 124/92.

Find a job on the bulletin board

The Transition Bulletin Board (TBB) is a computer-based system that pro-

vides employment listings and employer company profiles to Navy members separating or retiring from active duty. It also lists transition assistance available in the local area and allows members to conduct an employment search based on geographic preference and occupation desired.

Employers are able to place job announcements in the TBB via a toll-free number. In addition, individual states and veterans services can post opportunities and announcements of interest to transitioning service members. Notices of job fairs, training seminars and start-up business opportunities may also be posted.

TBB is available at family service centers (FSCs). Shore commands with more than 500 active-duty personnel but with no FSC have facilities and personnel who will provide interested members access to TBB. For more information contact your base FSC or call 1-800-327-8197.

Take advantage of JOBS

Sailors can advance their careers by taking advantage of the Job Oriented Basic Skills (JOBS) program. JOBS offers

training in six career fields and provides sailors with prerequisite skill training for "A" school. An "A" school seat is guaranteed to JOBS program graduates in their choice of rating available through the program. The length of the JOBS school depends on the training required to qualify for the specific Navy rating. The six strands in JOBS can lead to 25 "A" schools. Available strands of "A" schools are: • Engineering — BT/GSM/MM • Operations — OS/OTA/OTM/AW/STG • Administration — PN/SK/AK/DK/YN/AZ • Electronics — AT/AX/AQ/ET/FC/GM/EW • Electrical — EM/CE/IC • Navigation — QM.

For more information on JOBS, contact your command career counselor or call the school management branch at the Bureau of Naval Personnel (BuPers), DSN 223-1326 or (703) 693-1326.

New law reforms benefits

The Veteran's Benefits Act of 1992, signed by President George Bush, makes major changes in VA's insurance, education and dependency and indemnity compensation (DIC) programs. The bill standardizes the DIC payment to surviving spouses of veterans whose service-



Go metric

The metric system is all around us. We buy 35mm film and soda in 2-liter bottles. We participate in 10-kilometer races and buy cars with 3-liter engines. Ready or not, the metric system is coming to the United States.

The transition of federal agencies to the metric system was legislated by Congress in 1975, so this isn't anything new. For DoD, the ability to translate measurements to metric was a requirement before 1975. Navy professionals who work on international programs have been using the metric system for years.

This is partly because the metric system lends itself to very minute calibrations and is easier to work with mathematically. But the United States is one of only two countries in the world not using the metric system (the other being Liberia). For more detailed conversions, see *The Metric Guide for Federal Construction*, but information on commonly used metric conversions is as close as your dictionary. To learn more about the metric system, check out the naval correspondence course, "The Metric System" (NavEdTra 475-01-00-79).

Customary and Metric Conversions

inch	= 2.54 centimeters
foot	= 30.5 centimeters
yard	= .914 meter
mile	= 1.61 kilometers
square inch	= 6.45 square centimeters
square foot	= .093 square meter
square yard	= .836 square meter
ounce	= 28.4 grams
pound	= .454 kilograms
fluid ounce	= 29.6 milliliters
pint	= .473 liter
quart	= .946 liter
gallon	= 3.79 liters

Source: *Webster's Ninth New Collegiate Dictionary* (Merriam-Webster Inc., 1990)

connected deaths occurred on or after Jan. 1, 1993, by eliminating the current schedule of benefits which had been based on the veteran's military rank.

A monthly base rate of \$750 is now payable to the surviving spouses of all such veterans. Surviving spouses of veterans who died before Jan. 1, 1993, will receive the higher of either the new rate or the benefit under the old schedule.

A number of changes were also made in the Montgomery GI Bill (MGIB) and other education programs. Basic education assistance rates under MGIB active-duty program are increased to \$400 per month for full-time participants who initially serve three years or more on active duty. Increases also apply to those who served two years of active duty, or are in the MGIB selected reserve program. The increases are effective April 1, 1993.

The vocational rehabilitation benefits subsistence allowance also increased 10 percent.

For more information, contact your local VA office.



Museum opens national research facility

Serious researchers and history buffs alike now have access to one of the nation's finest collections of naval aviation literature, technical journals and historical photographs.

The Emil Buehler Naval Aviation Library opened November 7, at the National Museum of Naval Aviation in Pensacola, Fla. The library contains more than 3,000 books, thousands of photographs, maps, charts, pamphlets and other materials documenting the history of Navy, Marine Corps and Coast Guard aviation.

The library is open to the public during museum hours. For more information contact the library directly at (904) 452-8451.



The plane doesn't care

Story by Matt Neely, photos by PH2 Thomas Milne



Both men and women of all races and both sexes working together — help boost teamwork and morale — making the Navy stronger and more efficient. As far as Tactical Electronic Warfare Squadron (VAQ) 34, is concerned, there's no limit to what the "team" can do.

CDR Floyd Weaver, commanding officer of this avant-garde squadron based at Naval Air Station Lemoore, Calif., feels his outfit is an example of how men and women can work together efficiently. "I expect the same work from both men and women," he said.

VAQ-34 is an electronic aggressor squadron. Their mission is to simulate electronic threats from third world countries. The squadron has eight F/A-18 aircraft and about 200 sailors.

An example of VAQ-34's integration is found in its aviators. LT Tammi Jo Shults has been in the Navy since March 1985. This New Mexico native has flown A-7 and F/A-18 aircraft. "In AOCS [Aviation Officer Candidate School], if you're a woman [or different in any way], you're a high profile; you're under more scrutiny," Shults said.

Chances for women to gain as much knowledge about the aviation community are limited. "It would be nice if they would take away the ceilings [women] have over our heads," Shults said.

"In VAQ-34, gender doesn't matter,

Top: AN Nicole King is a plane captain who works the line. **Left:** AD2 Kimberly Gault (left), AD2 Roy Handy and AD1 David Petersen work on an airframe mounted accessory rack.



Photo by PH1 Charles Alley



Top: LTJG Christina Green is a naval flight officer. **Center:** AE3 Rozetha Blackmon is a trouble shooter in the line division. **Bottom:** Whether you're fixing, flying or navigating, a plane doesn't care if you're male or female.

there's no advantage or disadvantage," she said. "Which proves my point — if there's a good mix of gender, it ceases to be an issue."

LT Brenda Scheufele agreed. "In VAQ-34 they treat a pilot like a pilot," she said, "After all, the plane doesn't know the difference."

LT Pamela Lyons is the division officer for the most integrated shop in the squadron — the line. Dirty work is the line's specialty; lugging chains, setting chocks, fueling, washing and launching aircraft. Hard though it may be, Lyons said the women do their jobs.

"They all perform the same tasks," she said. "I haven't had any gender-related problems."

"This squadron as a whole works really, really well," Lyons continued. "Right now, we have 30 to 40 percent [women]. I think that ideally we should be at 50 percent — the larger the pool, the better."

Lyons feels a major cause of dysfunction in commands outside of VAQ-34 is the small population of women. "If there's only one or two women in a command, then the whole group will be judged by their actions," she said, adding that a more representative percentage allows you to see the "big picture."

She is hopeful for the future of women in the Navy — pilots in particular. "I want to go to a ship," said Lyons. "Women have been doing it for 10 years as helicopter pilots. They've been on cruises, and do everything their male counterparts do." □



Neely is a staff writer for The Golden Eagle, NAS Lemoore, Calif. Milne is assigned to Fleet Imaging Command, Pacific.

Her boat has come in



A woman is the chief engineer aboard tug

Story and photo by JO1 Steve Orr

The tugboat *Piqua* (YTB 793) may not be the sleekest, fastest or even prettiest boat on Naval Station Norfolk's waterfront, but that's all right with the tug's chief engineer, Engineman 1st Class Janet Taylor. It's the crew on board that makes all the difference.

"A boat is only as good as its crew," said Taylor. "I've got a good crew, and their knowledge and experience make this boat what it is."

Being the chief engineer on a tugboat in the Navy's busiest seaport is the kind of challenge Taylor said she enjoys. A 12-year career sailor, Taylor has been assigned to port operations at Naval Station Norfolk for the past two years. Taylor added she thinks the position of

chief engineer is part of a natural progression in her rating.

"Any engineman first or second class should strive for this type of position," she said. "Chief engineer is a goal you [can] achieve. It doesn't matter where you come from."

As *Piqua*'s chief engineer, Taylor's job is demanding and rewarding. "I oversee the engineering of the boat, and act as the eyes and ears for the craftmaster," she explains. "I play executive officer to the craftmaster's commanding officer."

Taylor's other responsibilities include the tug's planned maintenance (PMS) and the crew's training. Taylor said it makes no difference that she's a woman holding what is traditionally considered a "man's"

job. "I do exactly the same thing other chief engineers do. My rating is engineman — it's not a male or female job."

Her supervisor agrees, Taylor is the right person for the job. "Being chief engineer on a tug is very demanding," said Chief Boatswain's Mate (SW) Arthur Lavigne, *Piqua*'s craftmaster. "Engineering takes up most of her time."

Taylor says, "Being a chief engineer on a small boat like a tug is a challenge. I enjoy that challenge. Outside of being a craftmaster, I can't think of another job I'd like to do." □

Orr is assigned to NIRA Det. 4, Norfolk.

Dividing to the



The Navy's one and only woman master diver

Story and photo by OS2(SW) Alan Kincer

The Navy's diving community is small, to say the least. With only 1,753 divers, there are few professional "specialty" groups that can claim smaller numbers. Though the work is hard, Senior Chief Electrician's Mate (SW/MD) Mary Bonnin managed to work her way up higher than any of her peers could ever have imagined. She is the Navy's first and only certified woman master diver.

Less than 30 of the Navy's divers are women. Arduous physical demands and hectic schedules characterize the life of Navy divers. The master diver designation is the top rung of the Navy diving ladder, according to Master Chief Machinist's Mate (MD) David Buehring of Mobile Diving and Salvage Unit (MDSU) 2. "When someone is dubbed a master diver it's not because he or she completed a school or qualification course," he said.

"They're evaluated on many factors by a select group of Navy master divers and diving officers. Only the best are allowed to apply and, even then, only a few make it."

Naval Diving and Salvage Training Center, Panama City, Fla., has not passed any applicants in the last two cycles.

Bonnin is stationed aboard USS *Grasp* (ARS 51) homeported at Naval Amphibious Base, Little Creek, Va., where she is command senior chief. The ship is a Navy salvage vessel with a crew of 103, including 27 women. Although divers make up about one-fourth of the ship's complement, Bonnin is the only woman among them. But the situation is nothing new to her. She's spent the last 16 years working in the male-



dominated diving world.


Before checking aboard *Grasp*, Bonnin traveled to Panama City, to accomplish her key career goal of becoming a master diver. There, every conceivable diving scenario was thrown her way. To become a master diver, the evaluating members "yea-or-nay" a diver's performance. Bonnin received an "all thumbs up" in October 1990 for her master diver's pin. Currently, only 93 other Navy divers share this title. □

Kincer is assigned to the Public Affairs Office, Naval Amphibious Base, Little Creek, Va.

One



DM2 Wilson



Hundred Years of Leadership

Story by JO1 Sherri E. Bashore, photos by JO2(AW) Laurie Beers

"The day my wife and my favorite master chief pinned on my anchors I reflected back to Sept. 12, 1967, when I first came in the Navy. I was standing in the parking lot in San Diego at bootcamp. I remembered that day as well as the past — all the saltwater underneath the keel of every ship I've boarded — the day I made chief."

— Senior Chief Boatswain's Mate (SW)
Richard C. Bryan, senior BM detailer,
Bureau of Naval Personnel, Washington, D.C.

Throughout history sailors like Bryan have had a common goal — to advance through the enlisted ranks and pin on the anchors of a chief petty officer (CPO).

April 1 marks the 100th Anniversary of the CPO. From the first chief master-at-arms and chief yeoman (F) to the chiefs of today's Navy, there's a bond between CPOs unmatched by our sister services.

"The Navy is the only branch of service that promotes an E-6 from a lower-level position to upper-middle management," Bryan said. "You go from the person doing the work to being the boss."

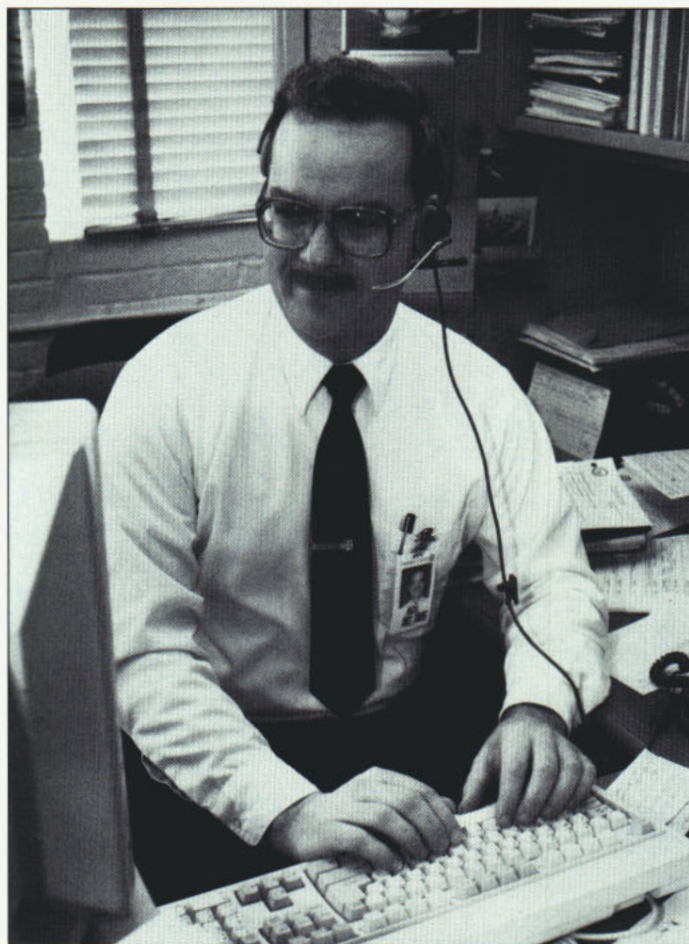
The role of the CPO is changing in this time of downsizing and restructuring. "Chiefs used to train the people under them, and the younger officers coming into the Navy," Bryan said. "Chief petty officers are now more involved in the planning stages and are leaving the training to the first classes."

"My view of the traditional CPO was a trainer," said Master Chief Yeoman (AW) Richard Brown, a 24-year veteran. "The CPO was the expert, he knew everything about his or her rate and had lots of experience — overseas and at sea."

Bryan and Brown agree that the new role of chiefs is that of a



Photo courtesy BMCS(SW) Richard Bryan



Top: BMCS(SW) Bryan lines up sideboys to welcome ADM Stanley R. Arthur, Commander U.S. Naval Forces Central Command, aboard USS *Mars* (AFS 1). *Mars* was operating in the Persian Gulf at the time. **Top right:** YNCM(AW) Brown is the senior yeoman detailer at the Bureau of Naval Personnel, Washington, D.C. **Above:** Making chief was the proudest moment in the life of HTC(SW) Hansen. She achieved her goal within 12 years of service.

division officer. Today's chiefs don't have the time they used to have for the traditional training mode. That's the part about being a chief petty officer they both miss. When advancing to an E-7, 8 or 9 "you have to remember where you've come from," Bryan said. "I didn't get to be a senior chief without my troops. If I didn't have a good first or second class to make sure that the work got done, I couldn't get my mission complete as a chief petty officer."

The role of female CPOs is no different than that of their male counterparts. "Being an HT [hull maintenance technician], I always thought I had to prove myself as a woman," said HTC(SW) Kathleen A. Hansen, a recently advanced CPO. "I always felt I had to do more than the men. Then all of a sudden you put on your khakis and realize it's not a man or woman issue — you are a chief."

Advancing to chief makes a difference in the way people look at you as well as the way you are treated. "You're no longer just a sailor . . . now you're the chief, and people come to you for advice," Bryan said. "Chiefs make things happen in the Navy," Hansen added. "And to be part of a community that has been around for 100 years is something to really be proud of." □

Bashore is a staff writer for All Hands. Beers is a photojournalist for All Hands.

From the MCPON . . .

One of the proudest moments in a sailor's career is when he or she puts on the khaki uniform and fouled anchors of a chief petty officer. The current rating structure that includes the rate and title "chief" is 100 years old. However, we can look back to June 1, 1776, to discover that Jacob Wesbie was promoted to chief cook aboard *Alfred*, a Continental Navy warship. With little doubt, he was called chief by his mates. Whether used officially or unofficially, the title of chief has signified a person as the leader and the expert on technical matters.

Backed by a proud heritage of tradition and service, chief petty officers are serving today and poised throughout the world. Their leadership and expertise guides sailors and ensures ships, submarines and aircraft operate safely in harm's way.

I am proud that the world is a safer place to live because of the diligence, commitment and sacrifices of chief petty officers. From seamen to admirals, individuals still seek answers from the chief, and our passages and flight decks will continue to echo the words they will utter to find the facts — "Go ask the chief." It's a proud tradition.

Happy anniversary chief petty officers!

— ETCM(SW) John Hagan



Photo courtesy of the Naval Historical Center

CPO historical data

March 13, 1893 — The Navy Department authorized the rank of chief petty officer.

April 1, 1893 — The rank of chief petty officer went into effect.

March 21, 1917 — The first chief yeoman (F) was sworn into the Navy. Women who served at that time were known as yeomanettes.

June 1, 1958 — Paygrades E-8 and E-9 are created by Public Law 85-422.

Jan. 13, 1967 — First Senior Enlisted Advisor appointed, known today as the Master Chief Petty Officer of the Navy. In April 1967 the Senior Enlisted Advisor title is changed to Master Chief Petty Officer of the Navy.

Dec. 27, 1968 — Senior and master chief petty officer cap insignias authorized, with a three star insignia for the Master Chief Petty Officer of the Navy.



Photo courtesy of the Naval Historical Center

Top: An artist's conception of the CPO uniform from 1920 to 1945. **Left:** Chief Yeoman Daisy May Pratt pictured in the white regulation uniform of 1918.

No butts about it

Long before midshipmen started kicking a ball around old Fort Severn (now the U.S. Naval Academy), goats were pets of seagoing sailors. One legend about the first association of the goat with Navy football teams tells of a ship's pet goat which died at sea. The affection for the goat was such that the officers decided to save the skin of the animal and have it mounted upon arrival in port. Two young officers were entrusted with the skin when the ship docked. Instead of going straight to the taxidermist, the ensigns dropped by their alma mater where a football game was in progress. With them was the goat skin.

During halftime, one of the ensigns romped along the sidelines cloaked in the goat skin. Such "ungoat-like" capering brought howls of laughter, and the Navy victory that day was attributed to the spirit of the late, lamented goat.

In the succeeding years, several mascots were adopted. It wasn't until 1893 that the goat became the Academy's official mascot. A group of young naval officers from the cruiser *New York* brought the ship's mascot, "El Cid" (The Chief), ashore for the service clash with Army. The West Pointers were defeated for the third time

and the Annapolis "Tars" honored El Cid and the team.

The first goat named Bill appeared at his first game in 1900, decked out in a blanket with a gold "NAVY" emblazoned on both sides. On the opposite side of the gridiron, the Army mule was attired in West Point colors and bore on its side the sign "No ships for me" while on the other flank was, "I'm Something of a Kicker Myself."

Navy won the game, 11 to 7.

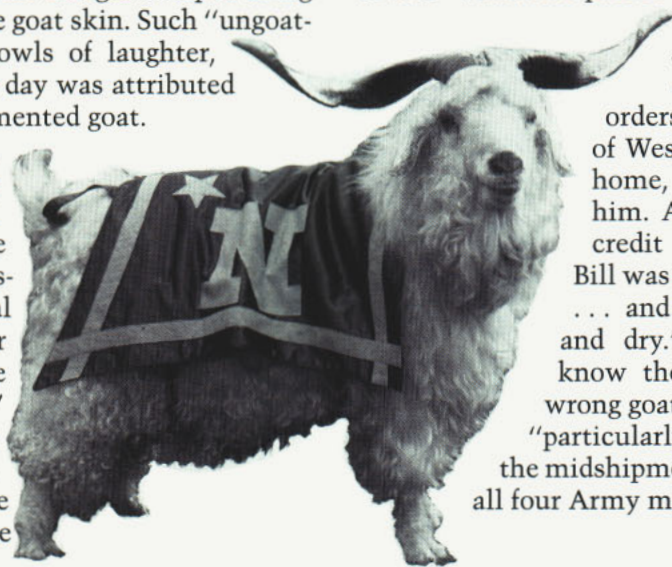
In 1903, two seasons after the mids gave up the goat as their mascot due to an Army victory, a carrier pigeon bearing streamers of blue and gold was brought to the game. When Army won the contest by the most lopsided score of that time in the rivalry, 40-5, that deep-sixed the pigeon's reign as a mascot and

brought back the goat.

One of the most famous Navy mascots was "Three-to-Nothing Jack Dalton." Originally called Bill, the goat was renamed after Navy defeated Army 3-0 for two successive years, on field goals by Navy kicker Jack Dalton. Although the goat died in 1912, he can be seen today in the foyer of the academy's Halsey Field House, mounted in a glass case, reared on his hind legs in a fighting pose.

Bill XXVI, the academy's current mascot, attends football games, grazes in solitude down on the farm and butts pranksters from Army who attempt to kidnap him each fall. These are the time-honored "orders" which are passed on in the Bill tradition.

And, being steadfast and obedient, Bill XXVI carried out his assigned orders last year, when a group of West Pointers broke into his home, intent on "kid"napping him. A ransom letter claiming credit for the theft stated that Bill was being "cared for at a farm ... and will be warm, well-fed and dry." Little did the cadets know they had apprehended the wrong goat, which was known to be "particularly ornery." Meanwhile, the midshipmen succeeded in capturing all four Army mules. □



Bill XXVI, as he is known to his midshipmen friends, is the latest in a long line of goats that have represented the Naval Academy through the years.

Story by JO2 Dino W. Buchanan, assigned to U.S. Naval Academy Public Affairs Office, Annapolis, Md.

U.S. Naval Academy photo

The tradition continues

Four mules serve as mascots for the Corps of Cadets at the U.S. Military Academy at West Point. They are heirs of a rich tradition of service to the Corps of Cadets dating back to 1899. Whether standing vigil along the sideline of an athletic event or putting their best hooves forward at a public relations appearance, the sight of an Army mule makes the statement: "Go Army!"

The choice of the mule as a mascot reflects the long-standing usefulness of the animal in military operations, such as hauling guns, supplies and ammunition. Strong, hearty and persevering, the mule is an appropriate symbol for the Corps of Cadets.

The first Army mule, however, pulled not a weapon, but an ice wagon. He became a mascot when an officer at the Philadelphia Quartermaster Depot decided Army needed a mascot to counter the Navy mascot, a goat, in the 1899 Army-Navy football game. And a legendary rivalry was born.

So, the huge, white mule was curried and groomed, then outfitted with leggings, a collar and a gray blanket. Black, gold and gray streamers fluttered from his ears and tail.

The first meeting between the two mascots ended, according to Military Academy legend, when the

mule whirled and "hoisted that astonished goat toward the Navy stands to the delight of the laughing crowd."

Army won, 17-5.

In 1936, "Mr. Jackson," became the first of the academy's officially designated mascots. Jackson, who was 10 years old at the time of his West Point assignment, began his military career as a pack mule with the Regular Army. He served for many years at West Point as the oldest mule in the Army.

The second mascot, "Pancho," is best known for a prank pulled at the 1942 Army-Navy game, when she appeared on the field disguised in a goat's skin and horns.

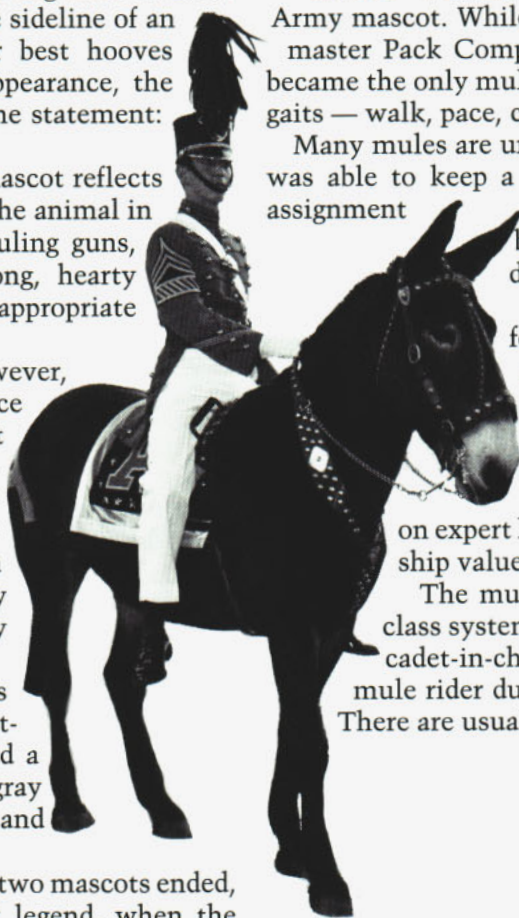
Her rider, dressed in a midshipman's uniform, created quite a scene by riding what appeared to be the Navy goat into the Philadelphia stadium.

"Trotter" was famous even before he became an Army mascot. While assigned to the 35th Quartermaster Pack Company at Fort Carson, Colo., he became the only mule known to have mastered four gaits — walk, pace, canter and trot.

Many mules are unable to hold a gait, but Trotter was able to keep a gait for eight hours. Trotter's assignment to West Point was made possible after his pack company was deactivated in 1956.

The Army mascots are cared for and trained by cadet mule riders who are a part of the Spirit Support Activity of the U.S. Corps of Cadets. One mule rider is selected from the fourth class each spring, based on expert horsemanship, spirit and leadership values.

The mule rider progresses through the class system until he or she is promoted to cadet-in-charge of mule rider or senior mule rider during the cadet's first class year. There are usually four mule riders. □



An Army mule stands proud with his cadet mule rider.

Story provided by the United States Military Academy, West Point, N.Y.

U.S. Army photo

The splendor of flight

Sports audiences across the country have been intrigued and delighted by the acrobatics of the falcon, flying mascot of the U.S. Air Force Academy. Trained and handled by cadet falconers, the birds soar and dive, sometimes zooming low over the heads of spectators.

As the first members to enter the academy, the Class of 1959 chose the falcon as the mascot of the cadet wing, feeling its speed, keen eyesight, strength and courage best characterized the combat role of the Air Force. They did not specify any particular species, thus, any falcon can serve as mascot.

A peregrine was the first falcon presented to the cadet wing. It was named "Mach 1," referring to the speed of sound. While Mach 1 is still the official mascot name, each bird receives an individual name from the falconers.

Twelve to 15 falcons are kept in the mews (enclosures for trained hawks). The majority are prairie falcons native to Colorado.

The academy has been fortunate to have had white phase gyrfalcons (which are sometimes rare in North America) represent the cadet wing. Previous gyrfalcon mascots were "Atholl" and "Pegasus," who was later renamed "Baffin." Baffin got her name from the island in the

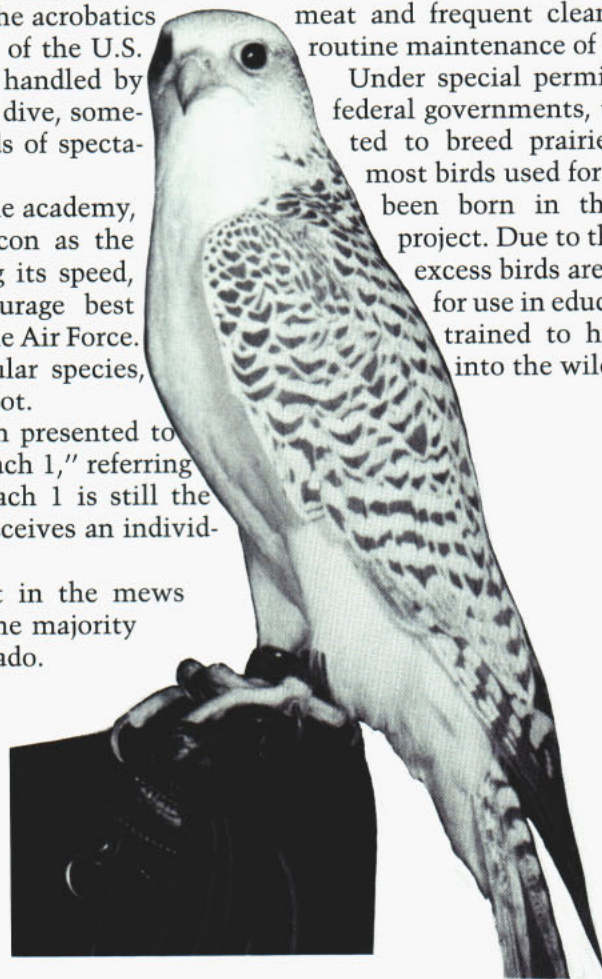
Arctic Ocean where she was captured with the permission of the government of Canada. Baffin died in 1978, at the age of 13.

During her years as queen of the mews, Baffin appeared at all home football games and countless other academy events. She even starred on several television talk shows.

The cadet wing's current mascot, "Glacier," was taken from its nest in the Seward Peninsula of Alaska in 1980, by an Academy-sponsored search team. Glacier is regularly the center of attention at Air Force Academy functions.

Falconry is one of the many extracurricular activities offered to cadets. The academy's chief of environmental health services is the officer-in-charge. There are usually 12 falconers, whose duties include daily checks of the birds' health and condition, training sessions during which the birds are fed a measured ration of meat and frequent cleaning of the mews and routine maintenance of equipment.

Under special permits issued by state and federal governments, the academy is permitted to breed prairie falcons. Since 1974, most birds used for public exhibition have been born in the academy's breeding project. Due to the project's success, the excess birds are transferred to agencies for use in educational programs or are trained to hunt and then released into the wild. □



Glacier, the Air Force Academy's mascot, is the center of attention at sporting events.

Story provided by U.S. Air Force Academy Public Affairs Office, Colorado Springs, Colo.

U.S. Air Force Academy photo

Adding the bark to their bite

When Marine Pfc. Chauncy attended his first parade at Marine Barracks Washington, D.C., in 1956, he made history.

Not bad for a first-time appearance at the barracks home of the Corps' ceremonial units. Chauncy, an English bulldog, became part of what has now evolved into a Marine Corps tradition of having English bulldogs as unofficial mascots.

The bulldog tradition probably started during World War I, when German soldiers referred to Marines as "Devil Dogs." Soon afterward, a Marine recruiting poster depicted a dachshund, attired in a spiked helmet and Iron Cross fleeing from an English bulldog wearing a helmet with the globe and anchor insignia.

By the time Chauncy was acquired, the public associated the English bulldog with the Marine Corps. Chauncy, who had not attended Ceremonial Drill School, was not allowed to perform during ceremonies. However, the tradition had begun.

Chauncy's successor, "Chesty I" — named after legendary Marine Lt. Gen. Lewis "Chesty" Puller — and his successors became prominent parade participants with their strutting ceremonial strolls down Center Walk at the "Oldest Post of the Corps."

With official service record books, office hours, promotions and awards, the mascots

eventually became just like other Marines.

Well, almost.

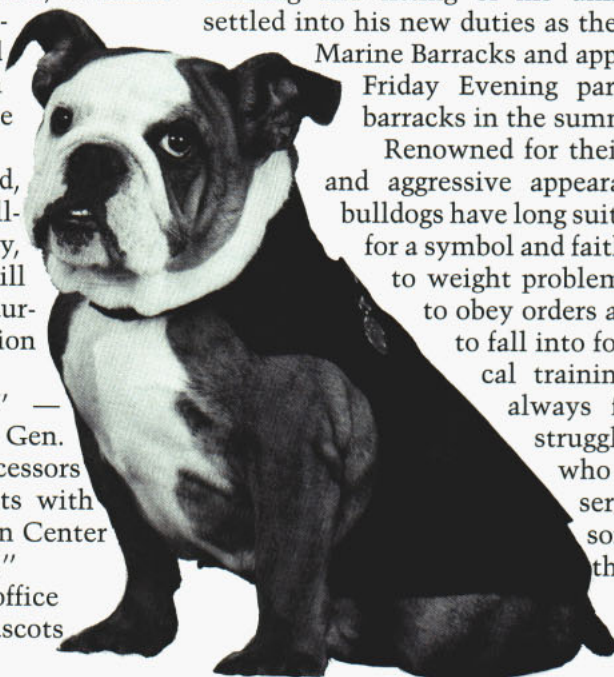
"Chesty II," who was constantly violating rules and regulations, took an unauthorized absence. Chased by several Marines, he streaked past the main gate and was gone for two days. He was returned in a paddy wagon . . . just in time for a parade.

During President Lyndon B. Johnson's 1967 visit to the Marine Barracks, "Chesty V"

strutted down Center Walk, halted, sat and looked the president directly in the eye. Johnson smiled, turned to the Barracks' commanding officer and said, "I'm familiar with the Marine Corps fantastic training accomplishments, but this is most unusual. Well done!" Fortunately, the president did not know the incident was not planned.

"Chesty X" is the latest successor to the bulldog tradition. Born April 3, 1992, Chesty enlisted in the Corps, July 23 for six years. And since his initial training and fitting of his uniform, Chesty has settled into his new duties as the official mascot of Marine Barracks and appears weekly at the Friday Evening parades held at the barracks in the summer.

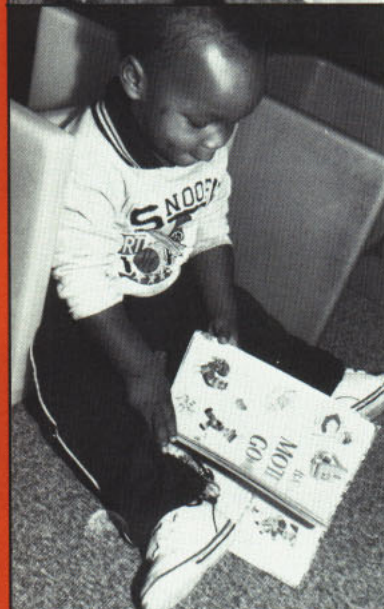
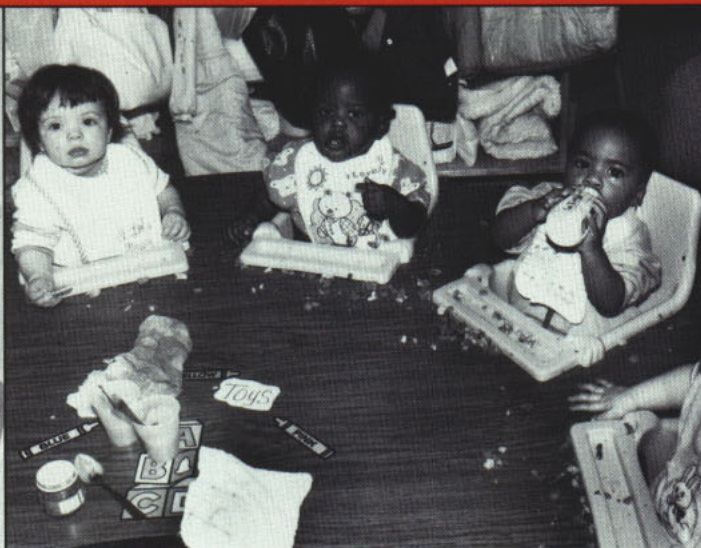
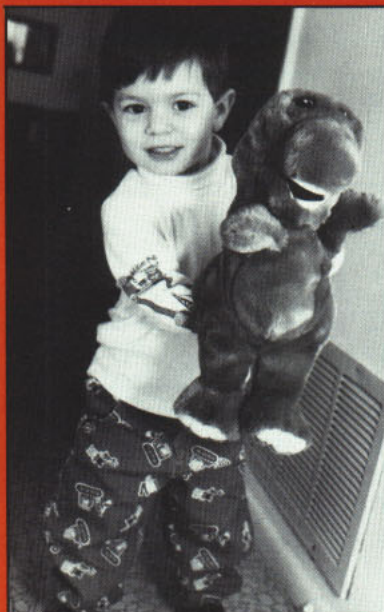
Renowned for their tough, muscular and aggressive appearance, the English bulldogs have long suited the Corps' need for a symbol and faithful mascot. Prone to weight problems, often reluctant to obey orders and always the last to fall into formation for physical training, the dogs have always found favor with struggling junior troops, who are relieved the sergeant major has someone besides them to bark at. □



Keeping with Marine Corps tradition, Pvt. Chesty refused to smile for the camera.

Story by Marine Staff Sgt. Steve Williams, assigned to Marine Barracks Public Affairs Office, Washington, D.C.

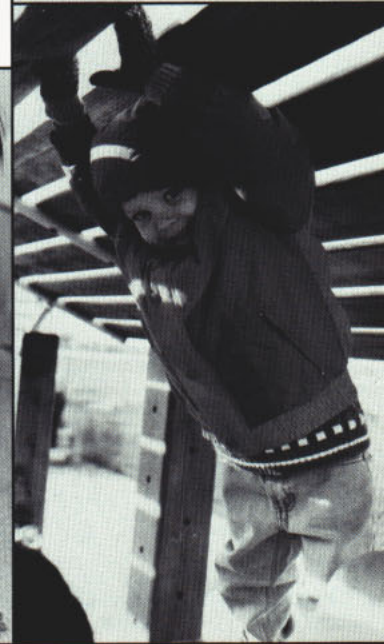
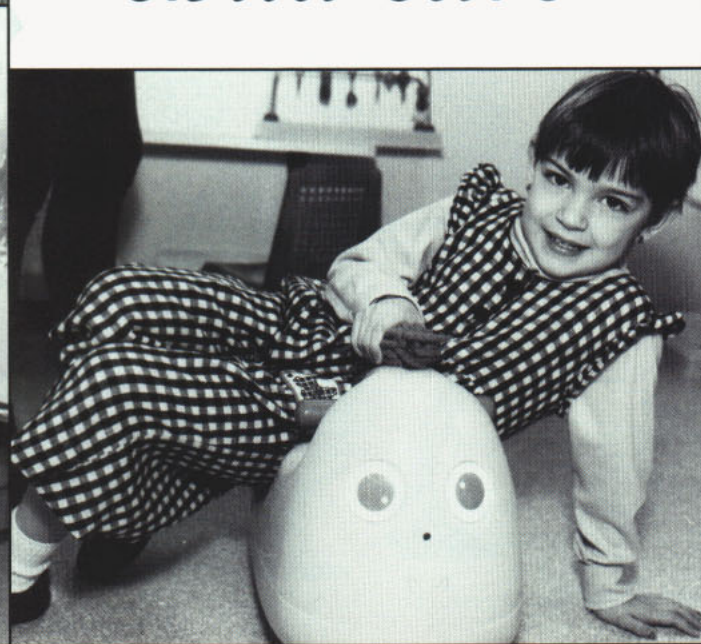
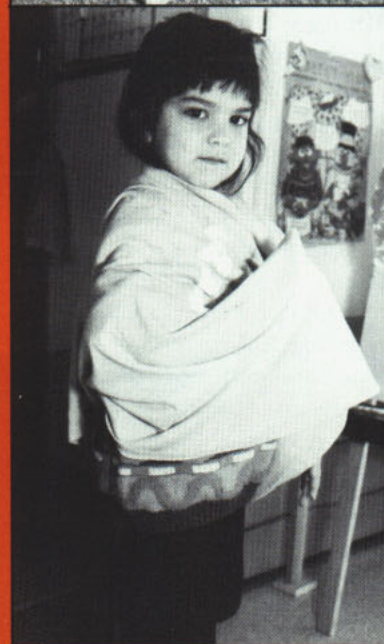
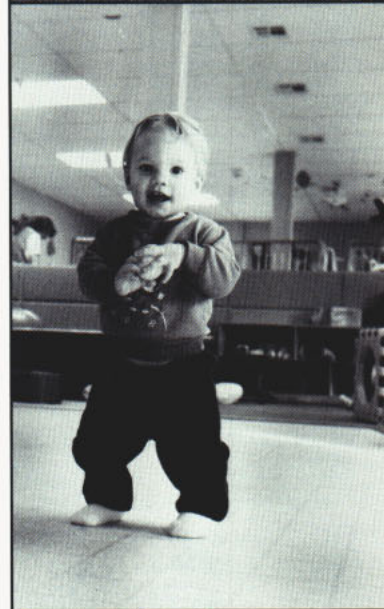
U.S. Marine Corps photo



Wee care

Story by Patricia Swift,
photos by JO2 Brett Bryan and JO1 Steve Orr

*Navy offers options in
child care*



The alarm sounds at 5 a.m. sharp. The routine begins. Get out of bed, jump in the shower, get dressed, grab something to nibble on, glance at the watch. Only 10 minutes left to get little Johnny ready, get out the door and off to the child development center.

Finally, Johnny's dressed. Throw the old purse on one shoulder, the kid on the other, grab the keys and get ready to conquer the day.

This routine is nothing new and certainly no exception for thousands of Navy personnel who must trot their sleepy, youngsters off to child development centers every day.

"Children spend more than one-half their waking hours in these safe havens. They also gain 90 percent of their knowledge and understanding



Carolee Callen

in their first five years of development," said Carolee Callen, head of Navy Child Development Services, Washington, D.C.

"For these reasons it is absolutely critical the Navy render the highest

quality child care as early as possible — care that supports the child's intellectual, social, emotional and physical development."

The Navy's Morale, Welfare and Recreation child development program has consistently offered high quality programs and services.

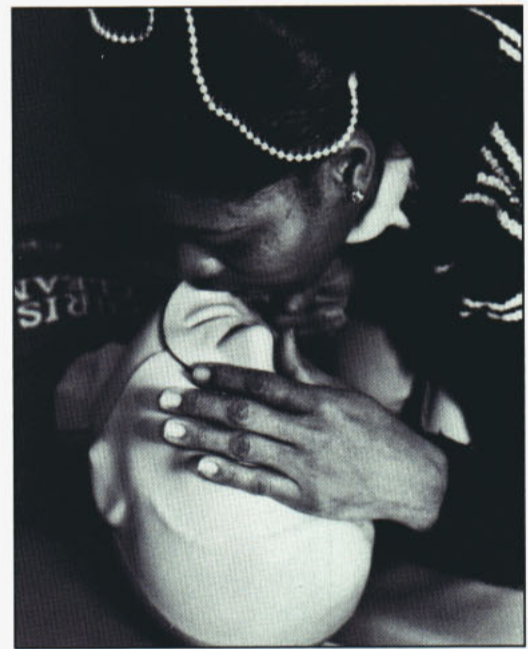
Currently, the Navy cares for 20,000 children through its three developmental child care programs, which includes traditional center-based care; family home care, provided in quarters by Navy spouses; and resource and referral services, which help families find accommodations within the civilian communities while on-base care is being sought.

According to Callen, the Navy doesn't have a large unmet demand



Tips for selecting child care:

- *Visit the center or home more than once and at various times.
- *Is the program licensed or certified?
- *Does staff know CPR, Heimlich maneuver?
- *Check safety codes, smoke detectors, toys.
- *Is the facility clean, child-proofed, cheery, well-lit and ventilated?
- *How much does it cost, hours of operation, age limit?
- *Get references from parents and neighbors.
- *Is there an open door policy?
- *How does the child interact with the provider?
- *Ask about the curriculum. Is it appropriate for the child's age?
- *How does the provider enforce rules and discipline?
- *Should the child be in a classroom setting or home setting?
- *What type of meal plan is administered?
- *When are naps and recreation taken?
- *When in doubt about care, contact your child development center coordinator.



Top left: Home care provider Sherry DeLoera helps 2-year-old Rebecca Naylor with her painting. **Top right:** CPR is required for all child care and home care providers. **Above:** Portia Brown prepares a meal according to the USDA meal plan. **Right:** Children at the Naval Station Anacostia child care center, Washington, D.C., enjoy a ride down the slide.

for child care. "We still have waiting lists for center-based care, but the people on these lists are not without child care. Most want the quality care, the convenience and fee the Navy centers offer.

"Even if the families don't get immediate center-based care, the resource and referral service will try to match families with outside care in the civilian community," Callen said. However, referrals are made only to providers who meet the standards, policies, and licensing agreements set forth by the respective states.

The Chief of Naval Operations approved a plan to expand child care capacity by 17,000 spaces and fund child development programs with appropriated funds and income from parent fees. The plan will be fully implemented by FY97.

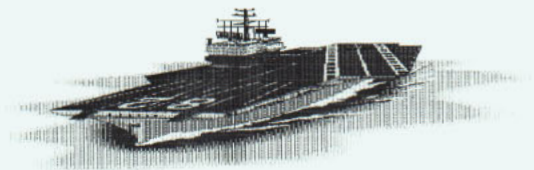
As with most things, the lifestyles and needs of sailors vary from family to family. *All Hands* offers an overview of the tri-faceted DoD child

care programs.

• **Center-based care** — This care is sought by sailors with regular duty hours. Centers are located on base and hours of operation vary to meet mission requirements. Most centers

Tips before deploying or PCSing:

- *Contact the new command to see what child care programs are offered.
- *Ask for a brochure or handbook to be mailed to you.
- *Talk with your child about the new program.
- *If possible, visit the center or home.
- *Ask about space limitations -- provider may already be full.
- *Are child's immunization and medical records in order?
- *Are ID cards current?
- *Verify your child's enrollment in DEERS.
- *In the event of death, draft a will specifying a guardian for the child.



accept children from 6 weeks to 6 years old and will try to accommodate special needs children. Before and after school programs are offered by some centers and by Youth Activity Centers for children older than 6.

Fees are set under the provisions of the Military Child Care Act based on family income and the age of the child. Staff/child ratios are determined by the age of the child and children learn readiness skills to prepare them for school and the years ahead. Navy operating standards establish maximum group sizes based on the ages of the children.

These facilities must meet Navy guidelines for safety, health and developmentally appropriate programming. Guidelines include staff training requirements and staff background checks.

"It is very expensive for centers to remain open 24 hours-a-day and presently the demand won't support that expense," said Callen. "Plus, it is not good for kids to be in an



Left: Two toddlers at the Norfolk-based child care center discuss the latest in fashion trends.



Top: Program assistant Miss Barbara reads a story to three-and-a-half year olds at the Norfolk-based center.
Below: Children play pat-a-cake during a play period.



institutional setting for long periods of time. A better alternative for the sailor who works unusually long or irregular hours may be home care.

- **Family home care** — This care, the most flexible of all, is provided by certified care givers who work out of their homes in base housing. The setting is a little less formal and the provider can watch a maximum of six kids, including their own, up to the age of 8. Providers, their spouses and children who are more than 12 years of age, must submit to background checks and health screenings.

The small group setting usually involves one-on-one communication between child and provider.

Parents have an opportunity to participate in the daily routine and providers are required to provide developmentally appropriate programs and planned activities for mixed age groups.

Fees in family home care are not subsidized with appropriated funds and are usually higher than center-based fees. The provider establishes the fee and hours but must report her/his earnings to the IRS. This care is ideal for sailors on rotating shifts, sailors with infants or those who are waiting for center-based care.

"But there are times when center-based and family home care facilities are full. Sailors then must turn to the outside community," Callen said.

• **Resource and referral** — The object of this system is to link parents with child care in the civilian sector when parents have specific needs, such as price, preference, location and hours of operation.

The Navy has 94 commands throughout the world with one or more center-based care facilities and an additional 86 commands with family home care services or referral services. According to Callen, "Child development centers are inspected at least four times a year and family home care facilities are monitored monthly to ensure all rules and regulations are being enforced. And whether overseas or CONUS, the care givers must abide by strict regulations to ensure quality care. Any deficiencies noted during inspections must be corrected in a specified number of days."

Callen went on to say the commanding officer has the discretion to alter hours of child care centers to meet mission requirements. If hardship cases arise, such as death, divorce, illness, high medical expenses, etc., the commanding offi-

cer has the right to waive the fee.

All staff members must be trained in CPR and the Heimlich maneuver. They must have backup workers who are also trained in CPR. All military, as well as some civilian personnel, can use the child care facilities, however, priority is given to the active-duty military member.

But as Callen stated, "No matter what, if you have a child, some type of child care will have to be selected and I would advise not to base your

child care selection solely on price. Keep the children in mind and do what is best for them," she said. "The quality of care, the love and nurturing received and the smile on Johnny's face when you pick him up at the end of the day . . . that's what matters." □

Swift is a writer for All Hands. Bryan is a photojournalist for All Hands. JO1 Steve Orr, NIRA Det. Four, Norfolk, contributed to this article.

Problem signs:

- *You don't see interaction between staff and child
- *Providers use harsh tones with child
- *There aren't enough toys and equipment
- *Parents are discouraged from visiting and participating in programs
- *Child is injured and you don't get an accident report
- *Chaotic atmosphere in center or home although there are planned programs
- *Regression in skills



*If these signs exist, speak with the director or provider of the center. Follow the chain of command or call the DoD hotline.



Right: Program assistants Monica Singh and Carlene Stokes set out for an early morning stroll with company.



Hope in SOMALIA

Story and photos by PH1(AW) Joseph Dorey

Making a "Hollywood" entrance, an unprecedented humanitarian effort, sanctioned by the United Nations, unfolded in Somalia's capital city of Mogadishu right on cue.

Under the leadership of U.S. Armed Forces, Operation *Restore Hope* began in the early morning darkness of Dec. 9, 1992, under the spotlight of civilian news media photographers.

Left: Relief food is delivered to a village outside Baidoa under escort of the 15th MEU. Below: Local Somalis cheer the Marines of the 15th MEU as they secure the city of Kismayo.

The preannounced landing was witnessed by millions of U.S. prime time television viewers as Navy SEALs and Marine Corps reconnaissance teams emerged from the sea at Mogadishu. But for the following waves of sailors and Marines, the media became an unexpected obstacle to the mission.

"It was a pretty hyper landing," said Boatswain's Mate 1st Class James O'Dell, a crewman on an air cushion landing craft (LCAC) launched from USS *Rushmore* (LSD 47). "We knew there were people out in town who carry weapons and they might be on the beach. When we got

there, it was quite a different scenario because of all the reporters."

At about 100 yards from the beach, O'Dell said their night vision glasses were rendered useless because of the photographers' lights. "They were pretty much blinding us coming onto the beach," he said.

O'Dell's crewmate, Operations Specialist 2nd Class Cory Schenk, the LCAC's navigator, remembered the intensity and confusion inside the craft's control room.

"The reporters would run in front of us and take a picture. I thought we hit at least one, but we didn't. It was pretty wild," said Schenk.





Top: Villagers outside Baidoa wait for food delivery. **Right:** UT3 Rick Redmon (left) and UT2 Scott Hodge adapt a hose for a water purification unit.

The crew from Beach Master Unit (BMU) 1 helped sort out the confusion. While landing craft maneuvered for a spot on the shore, the beach masters helped clear obstructions (and reporters) while providing traffic control.

"Our mission is to get equipment from the ships to the beach, making sure they have a clear landing," said Construction Mechanic 2nd Class Frederick Cooper, one of the beach masters on duty the morning of the landing. "Part of our job was to keep reporters away from the crafts so they wouldn't get hurt."

Within a few hours, the airport and port at Mogadishu were secured as Marines from USS *Tripoli's* (LPH 10) Amphibious Task Unit deployed from *Rushmore*, *Tripoli* and USS *Juneau* (LPD 10).

Within a few days, the airport and



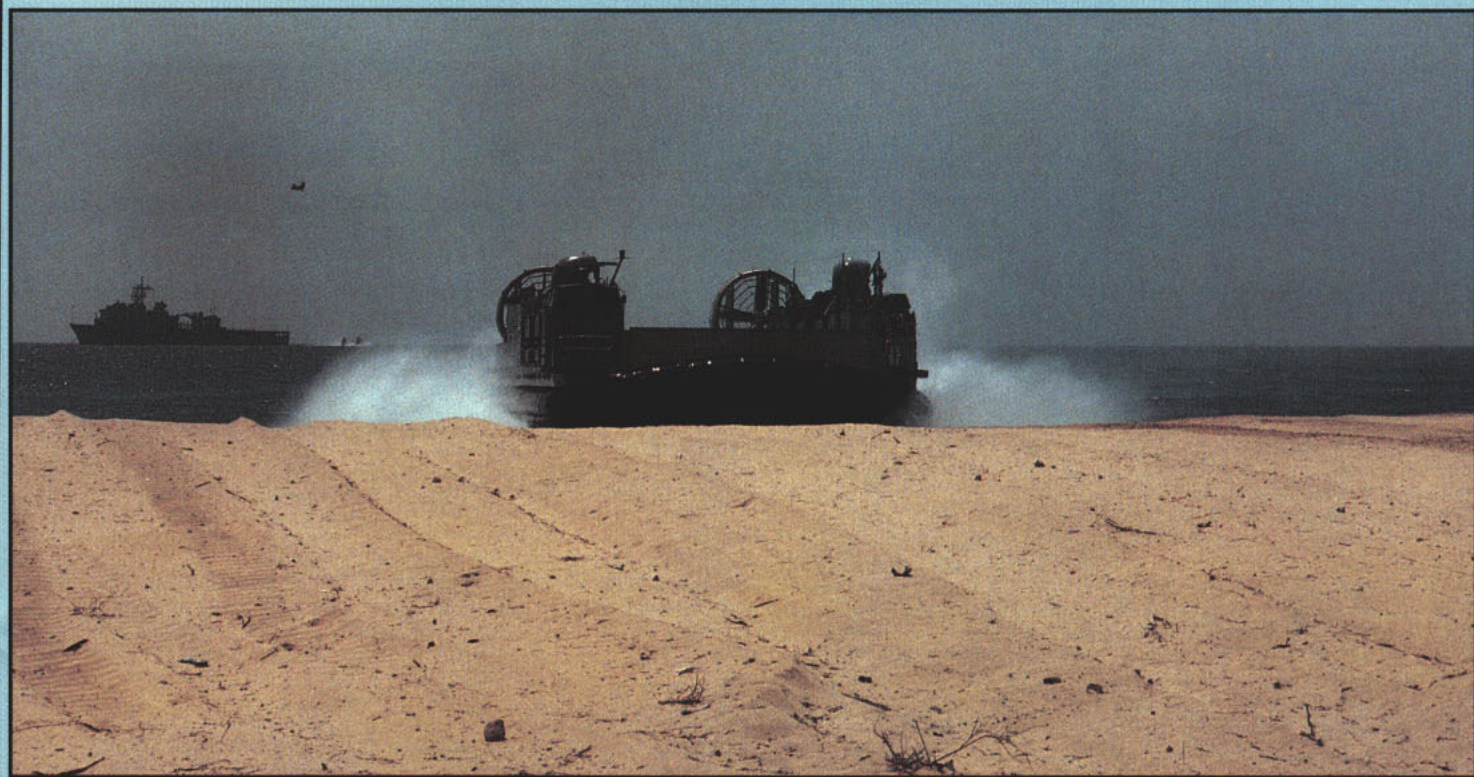
port had turned into bustling small cities as joint U.S. forces settled in. A typical airport scene included Marine helicopters flying overhead, an Army troop transport driving by, an Air Force cargo plane touching down on the runway while Navy amphibious craft landed on the

beach.

In the area's intense heat, water quickly became a "hot" commodity. People didn't venture far without a canteen or water bottle. "It's hot, very hot," said Utilitiesman 3rd Class Rich Redmon when asked about his first week in Mogadishu.



Left: Seabees from ACU 1 set up a water purifying unit on a pier in Mogadishu. **Below:** An LCAC delivers supplies to the beach at Mogadishu from USS *Rushmore* (in background).



"We have a thermometer in our unit, and it's been registering 110 in the shade."

Redmon is attached to Amphibious Construction Unit (ACU) 1, which set up a reverse osmosis unit to desalinate sea water at the port of Mogadishu. By the time the harbor's

dirty water runs through the system's 16 filters, it is as good as any water back home, Redmon explained.

"The water we're making is actually purer than the bottled water they've shipped here for us to drink," he said. More than 15,000 gallons of

water a day were being purified for the troops at Mogadishu.

Redmon was surprised to see Mogadishu in such poor condition. "I thought we were coming to a decent city that mobs had just taken over," he said. "But as we go through the city, it's all destroyed. There's no

city here anymore."

In Baidoa, about 150 miles northwest of Mogadishu, Marines from the 15th Marine Expeditionary Unit (MEU) made their first convoy into the country as they escorted relief workers with food deliveries to several feeding centers.

"They said people were starving, and they weren't exaggerating," said Marine Sgt. Mark Holloway after his first day escorting relief workers outside Baidoa. "It was like those Sally Struthers commercials with people starving. It was pretty bleak. I'll never forget this little kid on his mother's back. I couldn't believe it. He was so thin."

The Marines riding in the landing assault vehicle with Holloway also seemed to be affected by what they had witnessed. "It's not a Marine thing to show emotion," Holloway said when describing how his unit felt. "The guys in my crew were pretty quiet on the way back to camp. We're not a quiet crew. A lot of it was pretty humbling."

The fact the forces missed Christmas at home with loved ones did not dampen the spirits of some assigned to *Restore Hope*. In Baidoa, Chief Hospital Corpsman (SW) Stephen Higgins put his situation in perspective.

"I don't think there's a single person out here who will tell you we enjoy being away from our families at Christmas," Higgins said. "But let's be realistic. If I've got to be away from my family at Christmas, this is probably the best thing I could be doing; helping these people."

At Mogadishu's port, Equipment Operator Constructionman Apprentice Jena Edge voiced a similar opinion about whether she minded being in Somalia for Christmas. "No, I'll have plenty more I'm sure."

Edge said she joined the Seabees

Right: Marines escort civilian food relief workers in a convoy near Baidoa.

Below: Beachmaster BMC(SW) Mark Stewart directs traffic near the airport.

Opposite page: A young Somali girl at a food delivery site in Baidoa.





because she liked getting dirty and using her hands. While helping to build facilities at the port, she has had a chance to do both and believes in Operation *Restore Hope*.

"I think it's a really good idea for us to be here," she said. "Christmas is for giving, and you can't give more

than this. Saving lives and helping people is our job." □

Dorey is a photojournalist for All Hands.



Corpsman to go

Navy/Marine Corps team in Somalia

Story and photos by PH1(AW) Joseph Dorey

The temperature inside the "track," rises with each additional body. By the time 13 fully-equipped Marines have entered and sealed themselves inside amphibious assault vehicle (AAV) 110, the 90-degree heat just adds to the tension.

It is 5 a.m. off the coast of Kismayo, Somalia. These Marines have been awake for hours and are ready to go. Although cramped and anxious while waiting to launch, they are jovial.

As the AAVs' engines start, filling the well-deck of USS *Rushmore* (LSD 47) with thunder and exhaust fumes, anticipation among the crew rises. The vehicle starts its rumble down the deck, joining 12 other AAVs from "G" Company of the 15th Marine Expedition Unit (MEU). There is a moment of calm, then a "splat," as they awkwardly enter the sea.

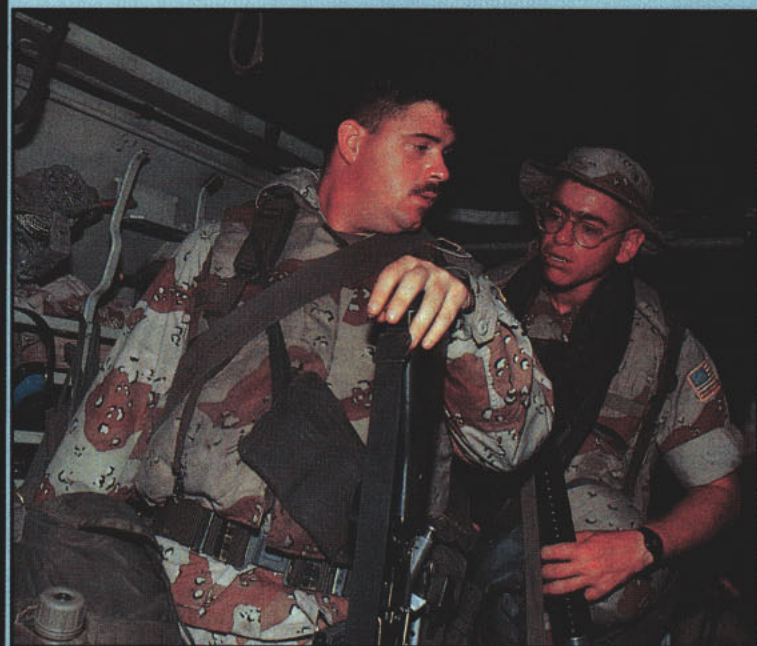
A tension-releasing laugh breaks out among the crew when their squad leader, Marine Sgt. John Neubauer, takes the brunt of the saltwater dunking at the vehicle's aft. Some more light-hearted kidding continues — for a while.

About 15 minutes into the half-hour journey, a subtle quiet comes over the crew as attention is directed back to the mission. They are making their second landing in 12 days in a hostile environment. They were among the first to land at Somalia's capital city of Mogadishu on December 9, where they were "ambushed" in the early-morning darkness by the lights of news photographers.

"We thought they were taking shots at us," Hospital Corpsman 3rd Class Troy Ferrie said. "There were lights and flashes going off on the beach. There were people everywhere!"

Ferrie's squad helped search the terminal and round up a few Somalis who were turned over to U.N. officials. Overall, the landing went as planned and after a few days, his platoon returned to *Rushmore* to prepare for





Below: HM3 Troy Ferrie takes his position at a checkpoint near Kismayo airport. **Left:** Ferrie (left) and "G" Co. Marines board an AAV before the amphibious landing at Kismayo.

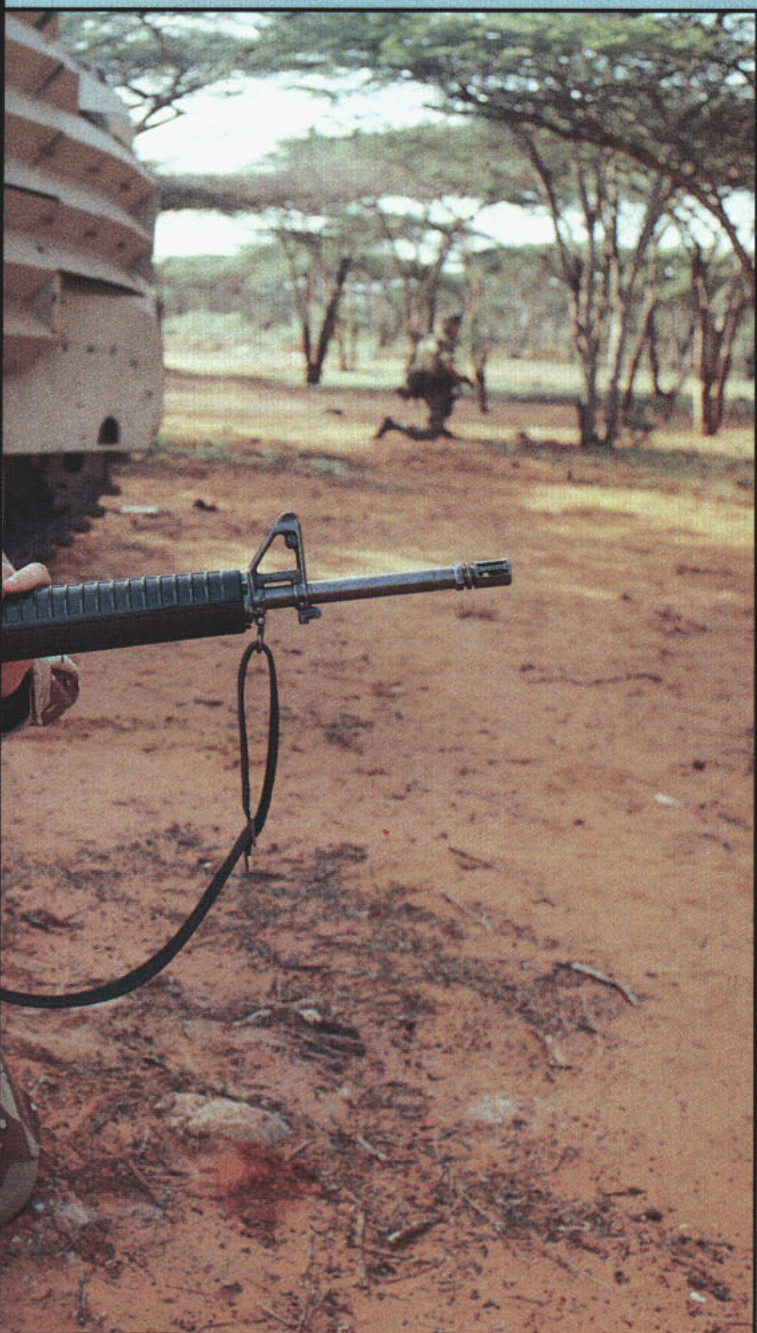
their next mission — landing at Kismayo.

As the AAV approaches the beach, it bites into the sand and jolts the crew momentarily. Again, reporters are there to greet them, but this time the sun is already shining.

Driving through the city, their M-16 rifles and 40mm guns are always at the ready for the unknown. The streets are lined with locals, some waving, many looking completely surprised — stunned. Although they had been told that U.N. troops would be coming, it took the actual sight of U.S. and Belgium forces to convince the people of Kismayo that *Restore Hope* was really on the way.

Taking the airport is almost routine. None of the fighting Somali clans are there to resist the Marines and the Belgium forces that secured the vital drop-off area. Within two hours, the first C-130 cargo plane carrying food and supplies lands.

Although the landing went smoothly, it was not a drill



"Doc Ferrie . . . takes care of us, whether it's out here or back home." — Sgt. John Neubauer.

for Ferrie and the crew of AAV 110. "I'm still keyed up," Ferrie said after helping secure the airport. "I've got my adrenalin going. I want to keep the edge. You never know what's going to happen."

Ferrie takes his responsibility for the Marines seriously. He feels like one of them, which is a sentiment shared by his squad. "Doc Ferrie is real important to us," said Neubauer. "He takes care of us, whether it's out here or back home. The way he looks out for the Marines is outstanding."

Ferrie says he has found a home with the 15th MEU. "I felt like the 'grunts' was a good place for me," Ferrie said. "When you first get with the Marines, they try to challenge you, make sure you know everything.

"So you just do everything better. You PT better than them, you hump [march] better, you just do everything better and they'll really respect you.

"There's a real trust that's built up between us," Ferrie continued. "I feel a loyalty to the Marines. If anything happens to them, I'm right there — they know that." □

A Proud Legacy





Left: Women like YN1 Joy Bright, shown here in 1918, set the precedent for today's Navy women. *Below:* A group of female yeomen get together for a game of pool in 1919. *Bottom:* The yeomen serving at Navy Yard, Portsmouth, N.H., in 1918 gather for a group photo.



Story by Susan H. Godson

Although July 30 marks the 50th anniversary of the Women's Naval Reserve, the idea of women serving in the Navy is not a new one. It began in 1908 with the Navy Nurse Corps. Later, as U.S. entered World War I, then-Secretary of the Navy Josephus Daniels authorized enrolling women reserves. When the war ended, 11,275 women had become yeoman. By filling shore positions they replaced men needed for sea duty. There were no women officers.

Late in 1941, when U.S. involvement in a two-ocean war caused a

severe manpower shortage, military planners once again considered allowing women to enroll.

The Navy appointed Elizabeth Reynard, a professor of English at Barnard College, to develop a program for women. One of Reynard's early tasks was to choose a name for the women. She suggested the nautical sounding "WAVES" — or "Women Accepted for Volunteer Emergency Service." Mildred McAfee, president of Wellesley College, was selected as the WAVES director.

On July 30, 1942, President Roosevelt authorized enlistment



and commissioning of women in the Naval Reserve. This was the first time women were allowed to be part of the armed services, vice an auxiliary to a branch of the service. McAfee was commissioned as a lieutenant commander.

The new law restricted their highest rank to one lieutenant commander, allowed for 35 lieutenants and prohibited service outside the continental United States or on board ships and combatant aircraft.

To get in the Navy, WAVES had to be at least 20 years old, of high moral character, in good health and pass rigorous mental and physical exams. They had to be high school graduates or have completed two years of secondary schooling and two years of work experience. Officers were required to have a college degree or two years of college with two years of work experience.

At first, WAVES were concentrated in traditional jobs as yeomen and storekeepers. They eventually filled some very nontraditional roles including making Navy guns, torpedoes, mines and bombs. Some mastered chemical warfare techniques, while others became experts with aviation gunnery.

The Bureau of Aeronautics eagerly

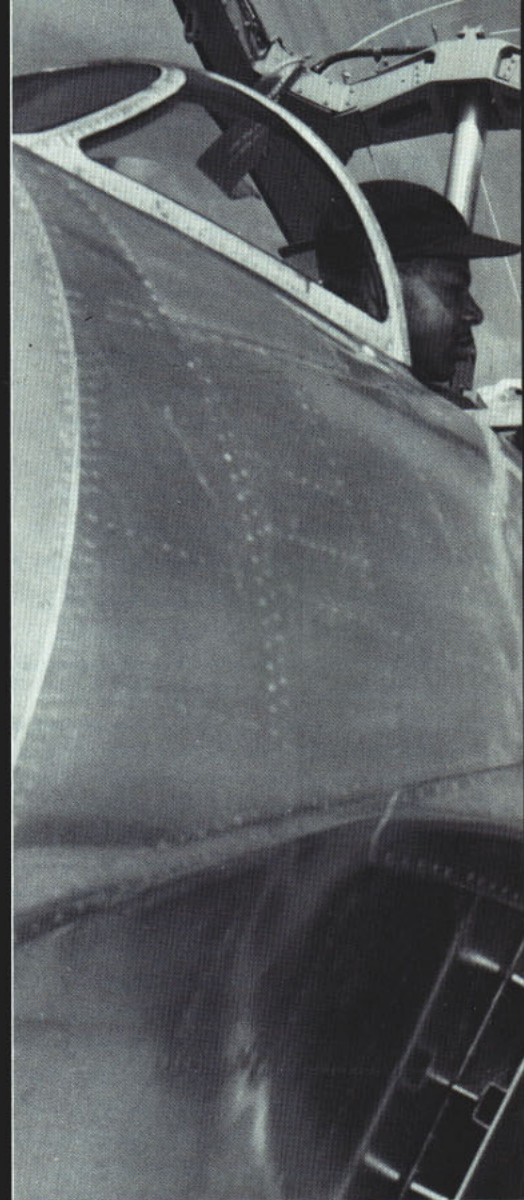
took in nearly one-third of all WAVES. Here they performed some of their more unusual tasks.

About 600 WAVES filled the glamorous but demanding tasks of control tower operators. Almost 1,000 WAVES taught pilots instrument flying in Link trainers. Parachute rigging occupied other WAVES. Aviation machinist's mates were often women reservists. They took apart, repaired, reassembled and calibrated delicate aircraft instruments and overhauled plane engines. Late in the war, a few WAVES, trained as navigators, flew in transports in the United States and to Hawaii and the Aleutians.

By war's end, 38 of the 62 enlisted ratings were open to women.

Taking their new skills with them, most WAVES returned to civilian life in early 1946. A small group remained as the service began its drive to make women a permanent part of the Navy. In 1948, Congress passed the Women's Armed Services Integration Act, permitting women to join the regular Navy and Naval Reserve. □

Godson is a historian who writes on 20th century U.S. diplomatic and naval history.





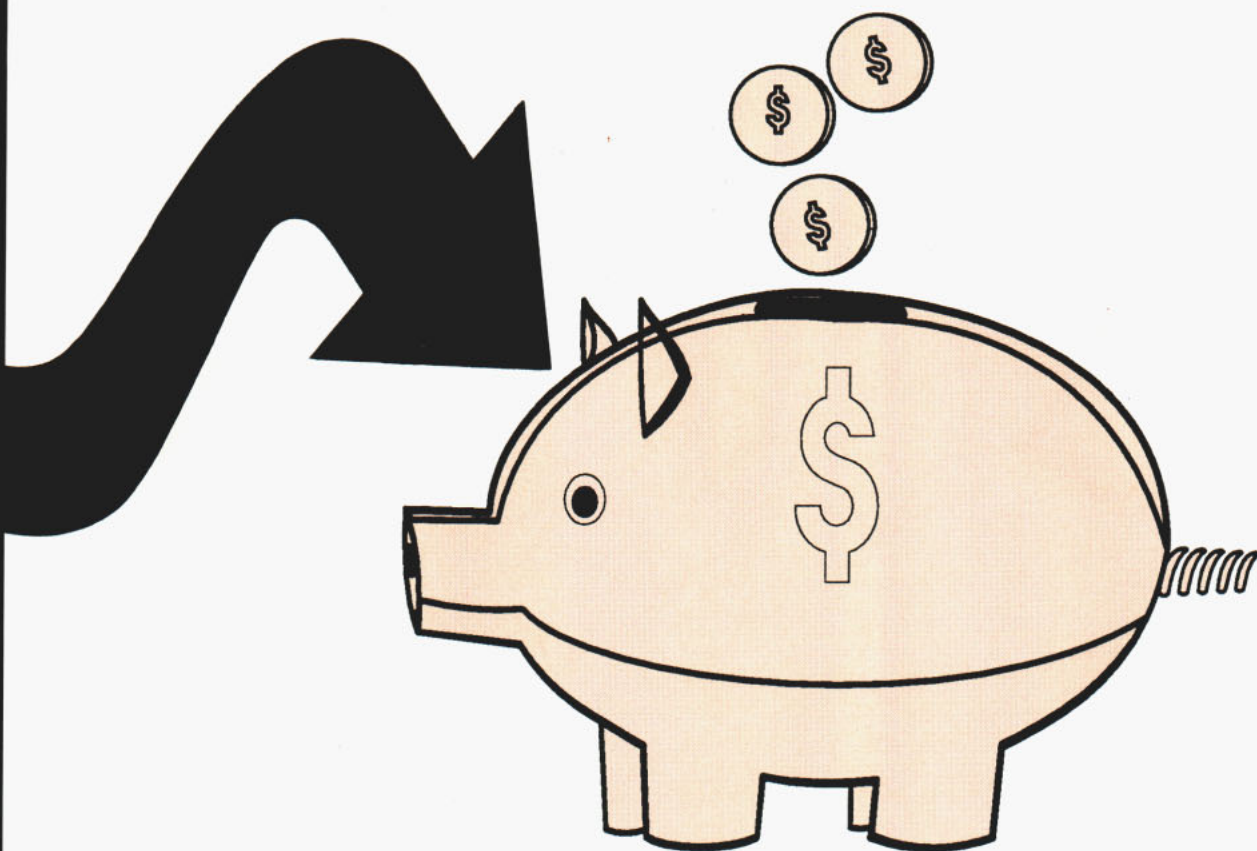
Far left: A 1918 full dress uniform inspection held in Washington, D.C. Left: A female photographer's mate at work in 1955. Jobs for Navy women expanded during World War II to include more than administrative tasks. Below: Women's uniforms have changed dramatically over the years. Bottom left: WAVES pass in review during a ceremony in 1946.



Socking away cash

**Saving for more than just “a
rainy day”**

Story by JO2(SW) Jim Conner



Many sailors look forward to a life of leisure and security when they retire. However, many overlook one important detail. "It's a fact there won't be enough money for retirement if you don't start saving now," said LeOra Stevenson, a financial counselor and educator at the Naval Construction Battalion Center, Port Hueneme, Calif., Family Service Center (FSC).

Stevenson is responsible for training command financial specialists who provide advice and counseling to sailors with financial problems. She is an expert, with many ideas on how to save money.

"First of all, save by allotment," she explained. "It's a hassle-free way of having money automatically put aside." Stevenson recommended putting your money in a bank that's far from where you're stationed. "It's better to put your savings where you can't pull it out. If the money isn't too accessible, many sailors tend to leave it rather than go through all the trouble of withdrawing it."

The best way to determine how much to save, according to Stevenson is by "listing all of your bills and

cost of living expenses against your total income. This presents a clear picture of what you can afford to save. In 10 years of counseling, I've never had a person come to me with financial problems if he or she was on a written budget."

Stevenson said another good way of saving for retirement is through savings bonds or through an individual retirement account (IRA). "Currently, interest rates are slightly higher on bonds than passbook savings and CDs [certificates of deposit]," she explained.

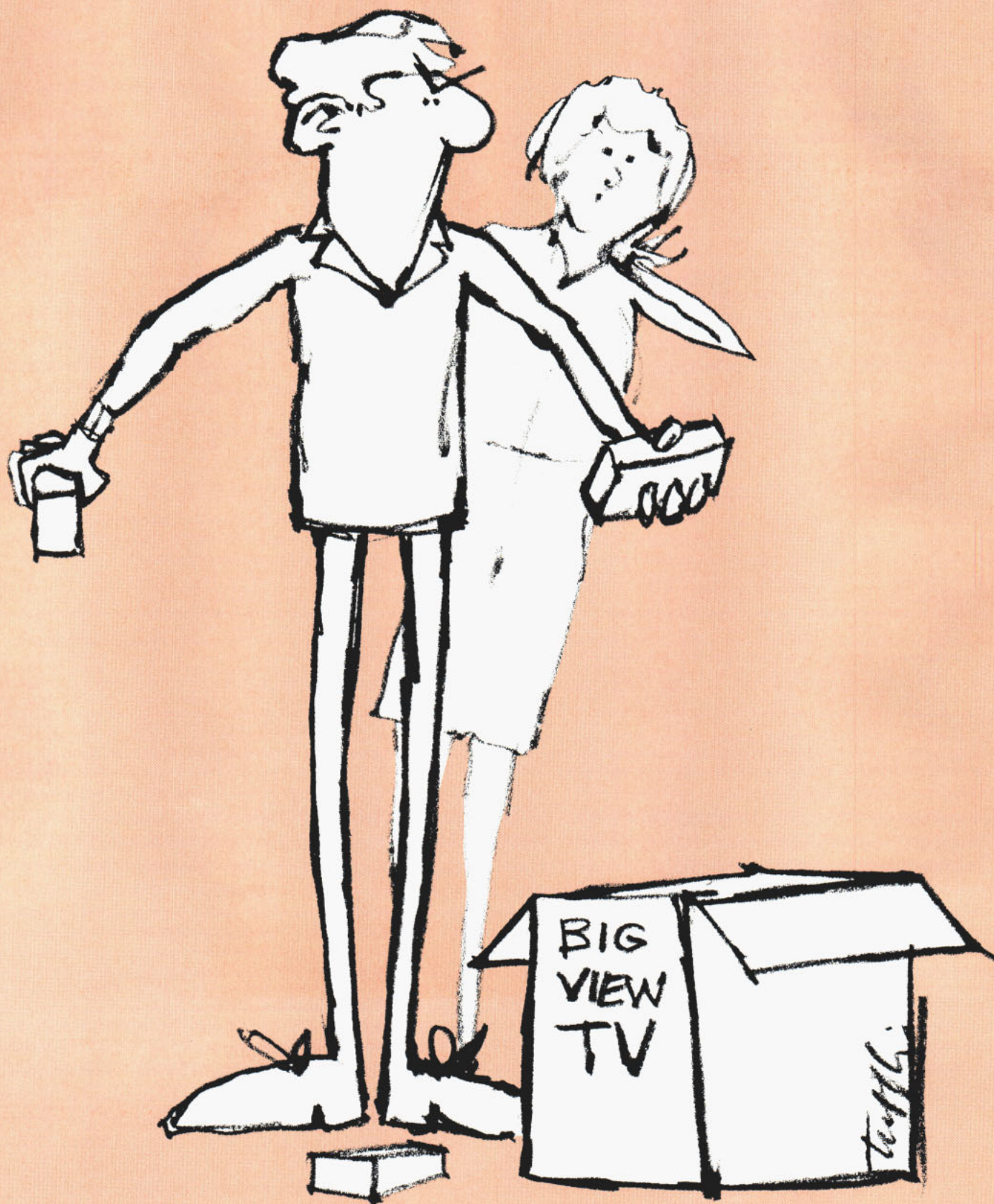
"Another advantage of savings bonds is that Cleveland will keep them for you until you ask for them."

She added that with all of the education facilities available to sailors today, most of them overlook the importance of learning about money matters.

"That's where command financial specialists can help," she said. "Sailors who have financial problems, or who desire to learn ways to manage their money wisely, can contact them for help. Saving now can make all the difference in the world when it comes time to retire." □

Conner is a staff writer for All Hands.

"It's a fact there won't be enough money for retirement if you don't start saving now."



Scams

Avoiding the sting of con artists

Story by JO2 Brett Bryan

There's a sucker born every minute. From the shell game to the big sting, everyday someone's getting taken. Why? Greed. Greed is the motivation behind almost every scam. Although the scammer's greed is an ingredient, most con artists depend on the potential victim's greed.

The idea of getting something for nothing (or almost nothing) is the perfect lure for the professional con man. It's attractive, and when you think you're getting away with it, you bite hard. All that's left for the flim-flam man to do is reel you in, along with your money.

Fraud is more than just a way to make a buck under the table — it's an art form that has been around for centuries. Very few forms of larceny refer to the perpetrator as an artist, but the analogy is appropriate. The con game is a carefully set trap, with each detail worked out meticulously, waiting for the one ingredient to make it all happen . . . you.

For con artists, service members are ideal targets. Usually young, always looking for a good deal and possibly in town for just a few days, a sailor can inadvertently paint a bull's eye on his or her back that a hustler can zoom in on in a heartbeat. Many a sailor has been taken in by a wolf in sheep's clothing. Here's a few of the more popular cons that could happen to you if you aren't

wise in the ways of the con game.

The pocket book drop

A stranger, usually a woman, opens a conversation with you in the street. Later, another woman appears with an envelope containing money she says she found. You don't get a chance to examine the money. The question of what to do is discussed until one stranger states she works for a lawyer and will ask him what to do. She leaves and returns, stating that the money was probably gambling or drug money lost by someone trying to avoid taxes. Her boss said she must share the money equally with you and the other woman, but first you have to prove your trust and show some money of your own.

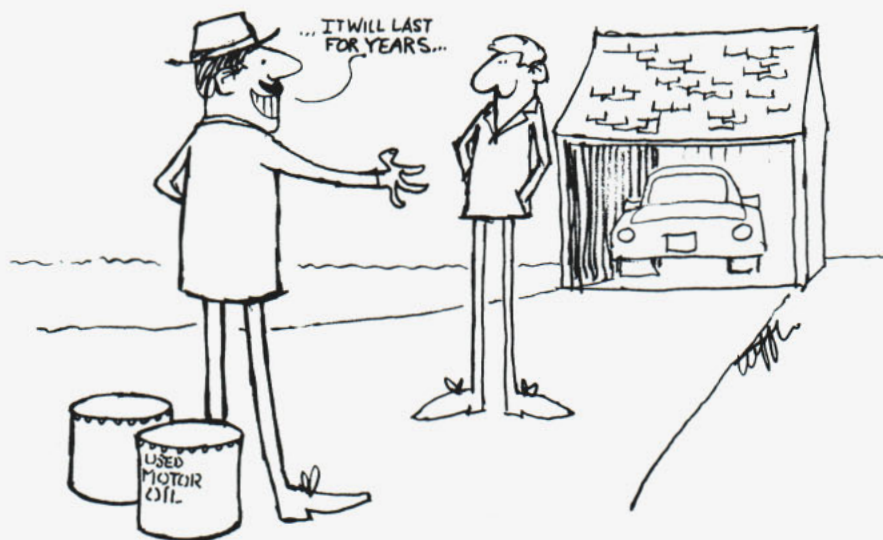
The first stranger will say she has an insurance award with her. She leaves to show it to the lawyer, returns and states he gave her one third of the found money.

They instruct you to go to the bank and withdraw some cash. The woman working for the lawyer says she will take your money to him. She returns saying the lawyer has your money and wants to talk to you. You follow directions to his office only to find he doesn't exist. You return to the spot you left the two women and find they are gone. You have given your money away.

The bank examiner

He will usually call women on the phone and use a title from a bank or a police department. He will tell you some of the accounts at the bank, even yours, show large withdrawals and he suspects a dishonest bank employee. Your cooperation is requested to trap the thief. The examiner will ask you to go to the bank and withdraw money from a certain window. You are told to put the money in an envelope and give it to the examiner or his partner when they approach you. They tell you the money will be redeposited by them and you can return to the bank in a few days to have your account adjusted. You make your withdrawal and give the envelope to the agent who identifies himself to you.

In a few days, you return to the bank to make the adjustment and find out you have been scammed.



The home repairman

Beware of the phony repairman or engineer who offers to check your chimney, furnace, foundation or

anything else. Such a person might say he has just completed a job in your area and has enough material left to fix your roof, or pave your driveway. After he tells you he can

Let the sailor beware

Story by JOCS Paul Versailles

"Don't be a sucker."

That's the message LCDR Chuck Clopton would like to get across to all sailors. It's a message they should carry with them throughout their naval career.

Clopton is the Staff Judge Advocate at Naval Training Center (NTC), San Diego. Lately he's seen more Navy members with complaints about unscrupulous business practices than he'd like to. The complaints are consistent — someone tries to take advantage of a sailor's lack of business experience.

There are key similarities to all of these scammers — watch for the following:

- They all offer a "good deal" — pizza, soft drinks, a T-shirt or a discount on some recreational activity. "Remember, someone is paying for this good deal, and the discount may not even be as good as the one the sailor can get through the Morale, Welfare and Recreation Department."

- Many offer to help the sailor establish credit;

some even offer "instant credit." "Many sailors could qualify for a much better lending rate through a bank or a credit union."

- Scammers will try to get the customer to complete an allotment form, since they know the Navy is faithful about sending out allotments and canceling them can be a hassle. Also, scammers tend to have the allotment forms on hand.

Clopton also has another bit of advice for sailors interested in doing business; "Don't sign a sales contract to get away from a salesman or think you can cancel the contract tomorrow — it just doesn't work that way."

"The bottom line is: Approach all business dealings with your eyes open," Clopton said. "Use common sense — don't be a sucker." □

Versailles is assigned to the Public Affairs Office, Naval Training Center, San Diego.

only accept cash, he covers your driveway with a black goo that never dries.

Also beware of phony inspectors who want to check your chimney, heating or plumbing and "find" damage that must be repaired to "save your house." He will offer you a contract for a large down payment and you never see him again.

Beware of topsoil salesmen — you purchase bags of it, and later discover it to be sawdust colored by used motor oil.

Examine the credentials of utility company representatives. Make sure they are from that company before you admit them.

Also, beware of traveling auto repairmen. They offer to do body work on your car at a very low price. Usually the repair is cheap plaster covered with one coat of paint and pops out when you hit the first pothole.

The TV swindle

This scam usually happens after you receive a phone call, usually at work, from a man who says he was given your name by a building maintenance man, elevator operator, doorman etc. He says he has TV sets, stereos, VCRs, etc., for sale and he's selling them at rock-bottom prices. He makes an appointment to meet you at the loading dock of a retail store. He gets the agreed price for whatever merchandise you wanted and tells you to pull your car up to the loading dock while he goes inside and makes the deal. He goes through the loading doors and you never see him, or your money again.

The insurance scam

Active-duty military personnel are again the targets of an insurance hoax that first plagued the Department of Veterans Affairs (VA) more than 40 years ago.

VA's regional office and insurance center in Philadelphia, reports that requests from military personnel for a non-existent insurance dividend have increased since the Persian Gulf War.

For many years, the principal victims of the rumor were World War II and Korean Conflict victims who were told that VA was sending a check for hundreds of dollars — a so-called insurance dividend — to any veteran who requested it. The current hoax focuses on holders of Serviceman's group Life Insurance.

The phony applications claim that dividends or refunds have been authorized by Congress. In fact, there is neither a dividend for veterans who do not keep their insurance in force nor a rebate for active-duty military personnel.

The hoax applications are found in magazines, newspapers and newsletters or distributed in handbills. Hoax mail has also been printed on military unit or company letterhead.

VA's legitimate insurance dividends are paid annually to current policyholders, usually on the anniversary date of the policy. Payments are automatic to those who continue

to pay premiums and no application is needed. For more information on VA benefits, call 1-800-827-1000.

It seems funny until it happens to you. Thousand of people fall victim to scams like these every year. They don't think it could happen to them, or they think they're just too smart to fall for it.

Fraud is a crime. And just like any other type of crime, it has its punishments. If you suspect you've just been taken by a con artist, don't just chalk it up to experience, call the police. The police can investigate fraud claims. You might not get your money back, but you might get the satisfaction of seeing the hustler go to jail. At least, you may prevent someone else from being taken in by a con artist.

But, the best way to avoid being scammed . . . is to avoid being scammed. An ounce of prevention is worth a ton of cure. □

Bryan is a photojournalist for All Hands

How not to get ripped off

- **Don't be greedy.** If it sounds too good to be true, nine times out of ten, it is.

- **Be patient.** If someone has to sell you something *right now*, there's usually a reason. It may not be a good idea.

- **Be smart.** Think things through before plopping down any money. Make some phone calls before you invest.

- **Read the fine print.** Beware of any salesman that won't let you have a contract reviewed

by your command.

- **Don't be intimidated.** If you're the buyer and he's the seller, remember that you're the boss.

- **Walk away.** Pressure tactics are very common. If you're uncomfortable, leave.

- **Tell someone.** Talk to your chief, division officer, command financial specialist or staff judge advocate. You may save a shipmate from being swindled.

Home Security

Story by JO2(SW) Jim Conner

The thief was careful not to attract attention. He had been watching the house for a couple of days. The newspapers were still on the porch, the mailbox was full and the lights were out, indicating no one had been home for days. This was an open invitation to break in and take anything of value.

This scenario happens every night in just about every city, but many

sailors can avoid becoming burglary victims, according to Ron Ireland of the Naval Criminal Investigative Service, Naval Amphibious Base Little Creek, Va.

"One precaution many sailors fail to take is to leave on an outside light," he explained. "Most burglars prefer to operate in the dark. A well-lit home is a major factor in deterring burglaries."

Ireland, an authority on home security, is part of a mobile training team which travels to various Navy commands to conduct security training. He advises sailors to make arrangements for a neighbor to pick up the mail and newspapers if they are going to be out of town for a few days.

"Stacks of newspapers on a porch are a signal that no one is home," he said. "You can buy an inexpensive

timer switch and connect it to an inside light, a television or radio. Another good idea is to ensure your windows and doors are always locked."

Ireland offered other tips for those concerned about keeping their homes more secure. "Cut down shrubbery around your home so people can't hide behind it easily," he said.

According to Ireland, many sailors feel they can get a dog and their home security troubles are over. That's not the case. "Many people make the mistake of keeping the dog in the backyard. If you're going to have a dog, keep it in the house. A



ty

bark or growl from a dog inside the house will send a burglar in the opposite direction."

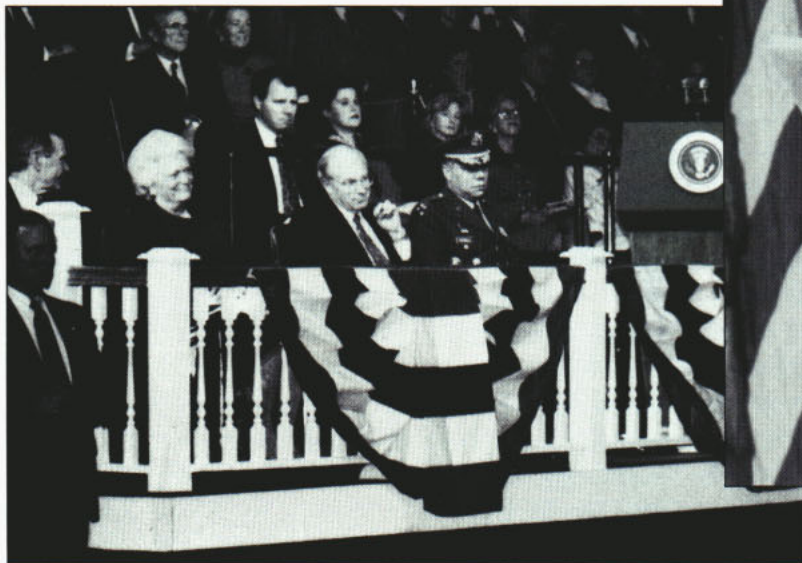
Ireland said most burglaries happen when no one is home. "It's very rare for a burglar to enter a house when people are home. The more difficult you make it for a burglar the safer your home will be." □

Conner is a staff writer for All Hands.

*"Stacks of papers
are a signal that
no one is home."*

Joint farewell

Story by JO1 Sherri E. Bashore



Senior Chief Musician Chuck Yates, a tenor vocalist and narrator for the United States Navy Band, was one of a select team who expressed their heart felt thanks in a brief Presidential farewell.

Yates was the last of the five presenters to speak. "The whole idea of seniority and which service was the first and the best all went by the wayside," he said. "What the [farewell committee] was trying to achieve was the idea of teamwork — we're all in this together, we're all working shoulder to shoulder.

In an effort to convey the feeling of support given to the military during the four years of the Bush administration, representatives from each branch of the armed forces combined efforts for a fly-over and final salute and to President and Mrs. George Bush at Ceremonial Hall, Fort Myer, Va., this past January.

"Each service is unique. However, during the '88 administration we did everything together — *Desert Storm*, *Provide Comfort*, *Restore Hope* and now the salute to President Bush," said Army Lt. Col. Gordon H.

Coulson with Military District Washington. "It was also a chance to recommit ourselves . . . when we are needed we'll be there."

The colorful and emotional ceremony included a joint-service color guard, performances by the U.S. Army Band, a Navy soloist and a pass-in-review of soldiers, sailors, airmen, Marines and Coast Guardsmen.

"I was surprised at first when I found out of all the narrators representing the services, the

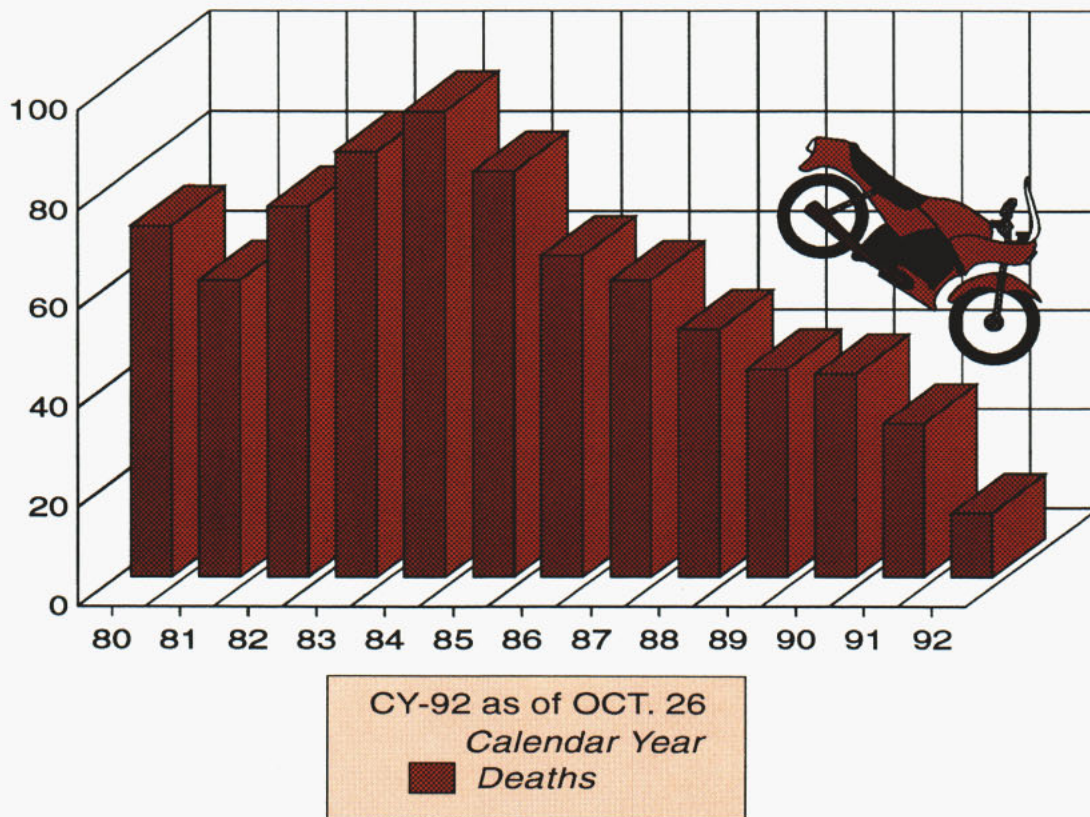
Navy was going to go last," Yates continued. The decision was made because the President served three years in the Navy.

"Once I got into the ceremony and realized what they were doing, it made the most sense. President and Mrs. Bush were listening to every word, and I know how important it was to them," Yates said. "They were very moved by the whole tribute." □

Bashore is a staff writer for All Hands.

**"... We are very proud of your
lifetime of service to our grateful
nation ..."**

Navy's motorcycle safety record improves



If you or someone in your family rides motorcycles, the Navy's motorcycle safety program has some good ideas about safe riding.

In 1984, 94 sailors were killed as a result of motorcycle accidents. Since then, aggressive training and new rules for personal protection equipment have reduced that number to an all-time low of 11 for 1992.

The Navy's motorcycle safety program has also reduced non-fatal injuries from a 1984 high of 919 to 174 in 1992. No single factor is responsible for the drop in these numbers, but several programs have contributed.

The Motorcycle Safety Course, required for all Navy personnel who ride motorcycles, trains 5,500 to 6,000 riders each year. Statistically, novice riders have the greatest chance of being accident victims. Proper training, like that provided through this course, drops those statistics dramatically.

There has also been a significant drop in alcohol involvement in motorcycle accidents. In 1984, 65 percent of the mishaps involved alcohol; in 1991 that figure dropped to 39 percent. The statistics dropped again in 1992 to less than 30 percent.

Requirements for personal protective equipment have also contributed to saving lives and reducing injuries. Motorcyclists must wear helmets, gloves, high visibility vests, eye or face protection, long sleeve jackets or shirts, long pants and hard-soled shoes with heels.

More and more Navy motorcyclists are learning that if they get proper training, wear the required protective equipment and ride defensively, they can enjoy motorcycling for a long time. □

Courtesy of Naval Safety Center public affairs

Sculptor continues his interests in Iceland

Chips of carrara marble fly in all directions in the dimly-lit room. A carbide-tipped chisel effortlessly removes pieces from a block that has already taken more than 100 hours of labor-intensive work. The three-pound mallet repeatedly pounds on the flattened head of the chisel, grasped in the dust-covered, veined hand of the sculptor.

Mark J. Ebbert has spent a large portion of the last 12 years pursuing a passion for bronze sculpting and marble carving. Ebbert grew up on a farm in southeastern Pennsylvania where he developed a fondness and familiarity for the birds he now sculpts. He concentrates his efforts on wetlands species and birds of prey, but bronzes

Below: Flakes of marble fly as Ebbert uses a carbide-tipped chisel to make a ballet dancer come to life in carrara marble. **Above right:** The snowy egret, titled "preening," is one of Ebbert's most notable bronze works.

displayed in his home show a preference for owls.

"I have studied wildlife books, photos and videos. My work always shows the subject in its environment," Ebbert said.

Ebbert, completely self-taught in all aspects of sculpting, was employed as a firefighter and a computer programmer before settling on art as a career.

"Many years ago, I suffered a painful martial arts injury," Ebbert said. "The incident left me disheartened and irritable. A friend gave me a block of wood, a hammer and a chisel and I carved a very life-like bird. I found I had a hidden talent that I consider God-given."

Ebbert later evolved into a well-known sculptor in the West coast art world. His work was most recently displayed in the "New Masters Gallery" in Carmel, Calif..

Ebbert left his notoriety behind last year when he departed the



states to join his wife, LT Mary Ann Cruz, at Naval Air Station, Keflavik, Iceland.

"Moving to Iceland was hard for me," he said. "It hurts when you leave a steady job and move to an uncertain future. I didn't know how people in Iceland would respond to my work."

Those fears quickly subsided once he settled in. Ebbert has expanded his work to include sculpted hands and also offers beginning sculpting classes to base residents.

"I look at this in a positive way," said Ebbert. "Fine art is my way of making a difference." ■



Story and photos by JO3(SW) Andreas Walter, assigned to Public Affairs Office, Iceland Defense Force.

Sailors go back to school



Above: (From left) AO3 John Craig, AMS3 Troy Marsh and LT Abutan Lindsey help Alice Franklin lead the students in cheers. **Below:** MM3 Karl Kendrick (left) and MSSA Wilbert Morgan help the cheerleaders.

Children are the leaders of tomorrow — they are our future. USS *George Washington* (CVN 73) and Alice Franklin, principal of Dillard Elementary School in Fort Lauderdale, Fla., are doing their part to ensure we have a great future.

The sailors visited the "dynamically different" Dillard Elementary School during the only port visit on the ship's shakedown cruise. This gave the sailors a chance to answer students' questions about the Navy. Deandra Terrell, a fifth grader, was concerned how the sailors cope without their families during deployment. In one classroom, Aviation Ordnanceman 3rd Class John Craig, of Fighter Squadron (VF) 142, answered questions on safety, sleeping arrangements, injuries and the Navy as a career.

"The kids were great," said Craig. "They asked questions on many topics."

The most popular question was, "What happens to you if you get in trouble?" One second grader didn't quite understand the term reduction-in-rate when he was informed of the different punishments for "being bad." When his teacher explained it would be like having to go back to first grade, his eyes widened and he got a straight face.

"The younger kids associate sailors with Popeye or other fictional characters," said Jeannie Floyd, a curriculum specialist at Dillard. "*George Washington's* visit helped students realize sailors are real people and the Navy is a career choice."

As the students learned about the sailors, the sailors learned more about this school. Dillard is an inner-city school and faces many problems. But, Dillard is taking on this challenge with a positive attitude. The staff is eager, and aggressive at getting the parents involved.

"The schools cannot do it by themselves," Franklin said. "The community has to reclaim its interest in education."

The sailors have taken Franklin's advice, pledging to stay involved with schools.

"I've been visiting schools for the last three years," said LT Abutan Lindsey, assistant anti-air warfare coordinator. "I find it very rewarding to go into schools, especially those in poorer neighborhoods, and show students they have opportunities."

During their time at Dillard Elementary the sailors also learned something. They learned that being a positive role model is more than just a squared-away uniform — it's also being a squared-away person, willing to share a part of themselves to create a better future. ■



Story and photos by JO3 Charles Achord, assigned to USS *George Washington* (CVN 73).

Suggestion pays off on Kennedy

An old adage states, "necessity is the mother of invention." And for three chief petty officers assigned to USS *John F. Kennedy's* (CV 67) Aircraft Intermediate Maintenance Department (AIMD), necessity also produced some extra cash, through the Navy's Beneficial Suggestions Program.

Under the program, sailors can recommend changes in Navy policy. If these changes are accepted, the sailor receives a cash award based on the extent the idea helps the Navy's mission.

Kennedy's problem centered on the newest version of the A/S 32A-32 towing tractor, or "spotting dolly" used to park aircraft. According to Senior Chief Aviation Structural Mechanic (Structures) (AW) Jack Stiles, the leading chief AIMD's 500 branch, the new dollies worked fine but "After very few hours the tires were coming apart," Stiles said. "Large chunks of rubber were breaking loose and scattering over the flight deck and hangar bay."

While trying to come up with a solution, Stiles noticed the part number for the tires was the same as the nose-gear tires on the F-14 *Tomcat*. "We got to looking at them and noticed the spotting dolly tires were nothing more than recapped F-14 nose tires," he said.

Consulting with his fellow chiefs, Senior Chief Aviation Support Equipment Technician (AW) Emmanuel Dimaano and ASCS(AW) Daniel Smith, Stiles decided to test the differences between the tires. In performance, there was no difference.

However, the difference in cost was significant. A brand new F-14 nose tire costs about \$135, and a nose

tire retreaded to aircraft specifications costs about \$96. But the manufacturer of the spotting dolly tires was charging \$223 a tire.

The clincher was the tire's life expectancy. "We timed out the old tires, and they were coming apart after 10 to 11 hours of use," said Dimaano. "The hours on the new F-14 tires exceeded 100 hours and we put in for a Beneficial Suggestion."

The chiefs recommended to cease ordering the spotting dolly tires and use the cheaper, longer-lasting F-14 nose tires. The suggestion was submitted last summer, and in September the three each received a check for \$1,500. They received an additional \$2,500 the following month. ■

Story by JO3 Blake Towler and photo by PHAN Fred James, both assigned to USS *John F. Kennedy* (CV 67).

Navy Band offers

The U.S. Navy Band recently stepped into the international spotlight in Stockholm, Sweden, during a Swedish Army Tattoo, as part of a special joint concert with Moscow's Military Orchestra of the Guard of Honor.

Joining bands from Finland, France, Great Britain, Russia and the host country, the Navy Band presented precision marching exhibitions during two tattoo performances in Stockholm's Globe Arena. Capacity crowds in excess of 16,000 people heard a diverse program of American music.

The Navy Band also performed in concert with the Russian band at Berwald Hall, home of the Swedish Radio Orchestra. The historic event was hosted by Lt. Gen. Ake Sagren, commander-in-chief of the Swedish Army.

Following separate one-hour performances, the Russian and American musicians combined talents



Holland sailors lend a hand

For more than 10 years it existed only in their dreams. The Catholic nuns who run Guam's Alee Shelter for battered wives could only dream that one day they might open a home for abused children. Now, thanks to a fortunate mix of good timing, prayers and the efforts of a few sailors from the submarine tender USS *Holland* (AS 32), that dream is nearing reality.

Though the center for abused children doesn't have a name yet, it's already developing a character all its own. Three months ago, it was an abandoned, badly run-down private home. Now, it's being transformed into a bright cheerful place, with drawings of teddy bears and ballerinas on the walls.

According to Sister Mary Teresa Floyd, from Catholic Social Services, the way the renovation project started was a "small miracle." Senior Chief Torpedoman's Mate Robert Hoffman and Electronics Technician 1st Class Andrew Schmitt were doing some volunteer work at the Alee Shelter when they

overheard the sisters talking about the location they'd recently leased. The nuns wondered out loud if perhaps it might be used for the shelter they'd long dreamed of.

Soliciting help from his shipmates, Hoffman soon had a volunteer crew of about 30 sailors. The sailors replaced walls and windows, rewired fixtures, painted, scrubbed floors and landscaped the yard areas.

"They are absolutely marvelous," said Sister Teresa. "They've been here every free moment they've had."

The sailors have benefited from the project as well. "It's great to see the sisters' eyes light up when they see the latest improvements we've made," said Hoffman. "It motivates you to know that you went out of your way to help somebody. It's a good feeling." ■

Story and photo by JO2 John Miller, assigned to USS Holland (AS 32).

a taste of America



and performed under alternating conductors Russian Maj. Gen. Mickailov Nikolai, and CAPT William J. Phillips, leader of the Navy Band. The evening concluded with stirring renditions of the national anthems of Russia, Sweden and the United States.

"These appearances are three of the most memorable engagements in the history of

the Navy Band," said Phillips, commenting on the band's first performances abroad in more than 30 years. "Our musicians performed superbly and we were honored to represent the United States at these prestigious events."

Apart from the tattoo and Berwald Hall appearances, the band played 10 additional performances in the Swedish capital. ■

Story by MUCM Joe Barnes and photo by MU1 Chris Erbe of the U.S. Navy Band, Washington, D.C.



Holland sailors repair a wall at the new children's center in Guam.

For the record

In your December '92 issue of *All Hands*, one of the articles "... From the Sea," states, "... "at a ceremony marking the return of USS *Tennessee* (SSBN 734) from her 3,000th strategic deterrent patrol". This statement couldn't be further from the truth. We in the "older" ballistic missile submarine community are tired of a brand new *Trident* submarine being credited for "her" 3,000th strategic deterrent patrol when in fact she has made only a couple of patrols. USS *Casimir Pulaski* (SSBN 633) (Gold) is about to embark on her 85th strategic deterrent patrol which is more than any other fleet ballistic missile submarine in the Navy. I would appreciate a correction to this misconception and in the future please print fact, not fiction.

—YN2(SS) M.P. Shea
USS *Casimir Pulaski*
(SSBN 633)(Gold)

• *You're right, Tennessee was completing the 3,000th SSBN patrol, not her 3,000th patrol. This, of course, includes all the strategic deterrent patrols by the SSBNs preceding her, including Casimir Pulaski. — ed.*

Catch-22

Recently, I was surveyed by Naval Personnel Research and Development, under the Chief of Naval Personnel VADM Zlatoper. I would like to share the comments I gave to them:

The Navy always talks about equal opportunity, but I am not sure if there is such a thing. One good example is the situation of Filipinos in the Navy who joined in the Philippines. As one of them, I feel we are discriminated against in many ways. Filipinos joined the Navy for many reasons, but the main one is to be able to serve the greatest Navy in the world. It is our great honor and pride to be a part of it.

I am glad to have the opportunity to express my ideas which I have been keeping [to myself] for quite awhile. I assure you I'm not only speaking for myself but also for other Filipinos serving the United States Navy. All we are asking, is to be given our well-deserved right to become a U.S. citizen. We know about the current law regarding the mandatory 12-year enlistment to become a citizen. But we also know the law prior to that which states, "any non-U.S. citizen serving the United States Armed Forces in times of war or conflict can become a U.S. citizen."

What about our war with Iraq? What about all the possible conflicts around the world where there are potential dangers, such as the Persian Gulf, Liberia and Somalia? History has recorded all of these conflicts. We Filipinos in the U.S. Navy believe that we should be allowed to become U.S. citizens if we choose to. We feel so discriminated against, knowing the Vietnamese and Cuban refugees who were saved from the sea were processed and given permanent residency in the United States.

Whenever we hear of an advancement program to become an officer, the first requirement is always, "Must be a U.S. citizen." No matter how dedicated Filipinos are in the Navy, it seems like we are going to be enlisted forever. Are Filipinos discriminated against or not? We do not know what VADM Zlatoper can do about our

situation. We are also sure this is not the first time he has heard about this. We only hope that Filipinos will be treated fairly.

—DT3 Michael D. Lara
Naval Dental Center, Norfolk

Tailor scam

Recently my ship was in port in Hong Kong during WestPac 92. One day, as I was leaving the China Fleet Club, a "salesman" approached me just outside the door. He handed me a business card, asked if I was interested in a tailored suit and would I walk with him to his shop.

I went with him to the shop, looked through magazines and sample materials and chose a double-breasted gold, silk/satin suit. I was measured and fitted. The cost of the suit was \$170 plus \$25 postage to mail the suit to me. I left a \$25 deposit, and sent a \$70 money order several days later, followed by another for \$100. A total of \$195 for the suit.

I never received the suit. I've written three letters to the shop and received no response. Every time I tried calling, the phone would just ring. I received two tracers on the money orders stating they had been received. The money orders were deposited at the Republic National Bank in New York City, to be credited to the Foreign Exchange Investment LTD.

I would like to know if this is a big scam. Is this happening to other sailors pulling into port in Hong Kong? I left them a deposit, I sent them the balance and I received no suit. There are other shipmates on my ship that had left deposits as well, sent the balance and received nothing.

What can you do? They're ripping service members off. Does the Navy have representatives for situations like this? I would sure like to save others from this situation, even if I don't get my money back or the suit.

—SN Sardoro R. Johnson
USS *Flint* (AE 32)

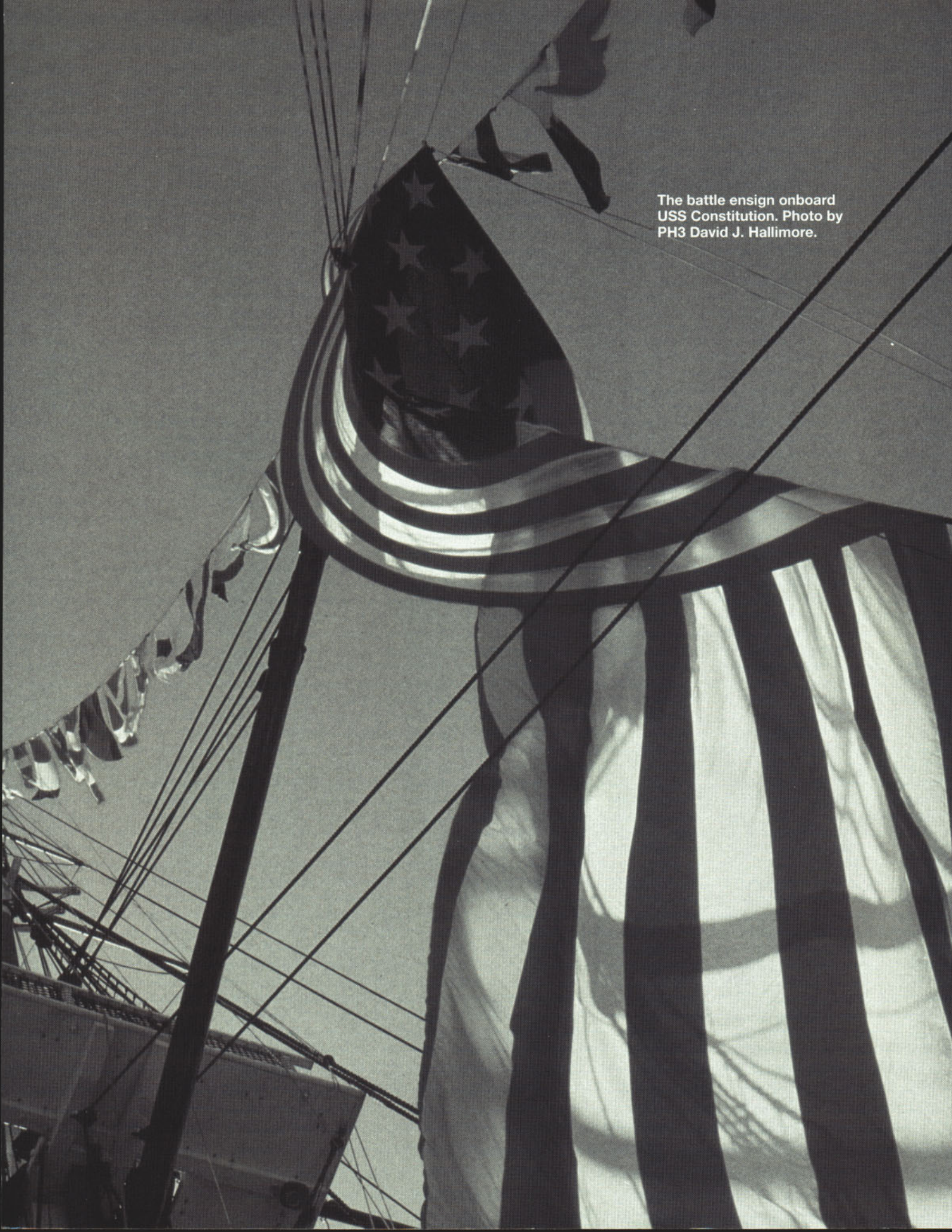
• *According to NIS headquarters, yours is not an uncommon occurrence, with victims falling prey at ports around the world, not just Hong Kong. Businesses like your tailor shop open and close regularly, so they aren't traceable. Unfortunately, sailors fall into scams everyday (see Page 37). When you are overseas, find your bargains through reputable merchants working through local bases. Hopefully others will learn from your misfortune. — ed.*

All Hands themes

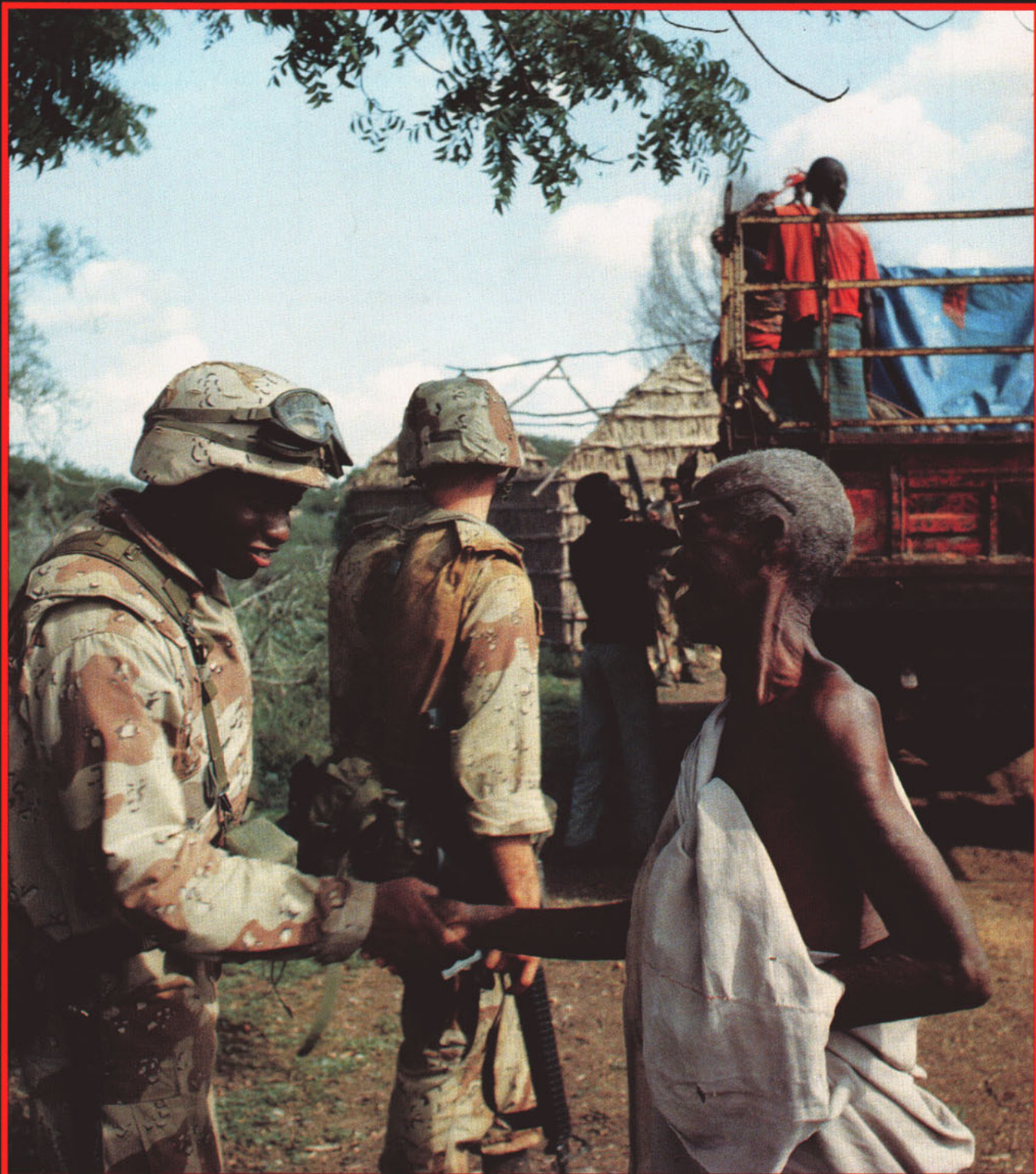
During the April/May/June 1993 timeframe, CHINFO is highlighting "The Navy as a good steward of the environment." Commands are encouraged to highlight both personal and command environmental success stories. Other upcoming subjects include:

- Sports and fitness
- Recreation
- Entertainment
- Education
- Uniform care
- Privately owned vehicles

If you have a story idea, contact the *All Hands* editors at (202) 433-4171/4182; DSN 288-4171/4182.



The battle ensign onboard
USS Constitution. Photo by
PH3 David J. Hallimore.



Restoring hope